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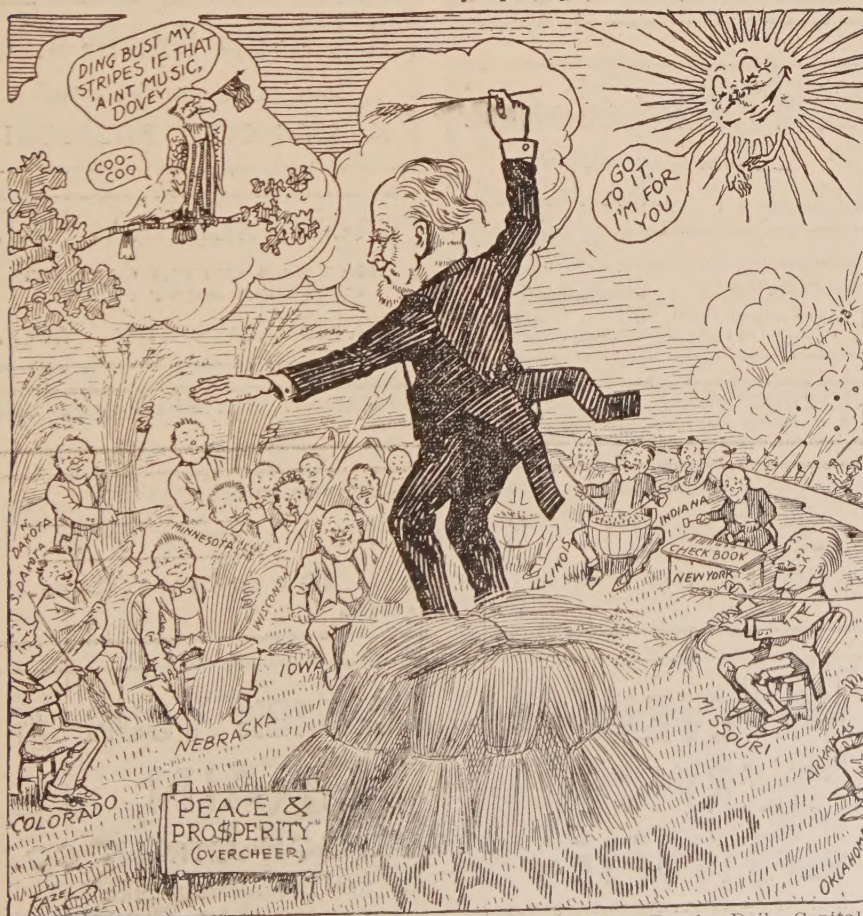
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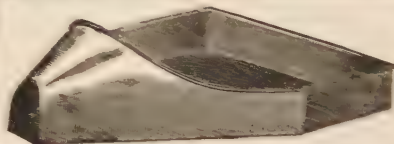
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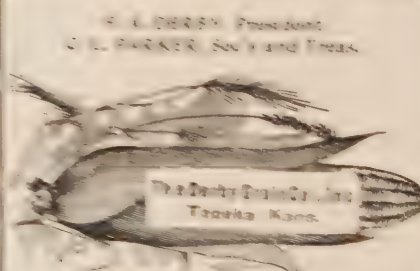
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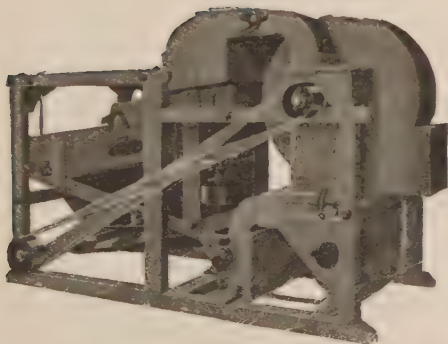
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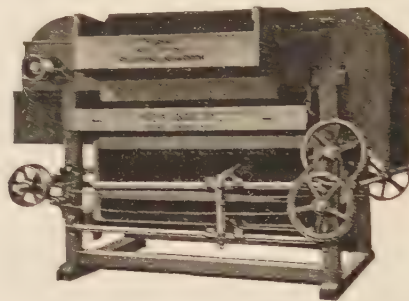
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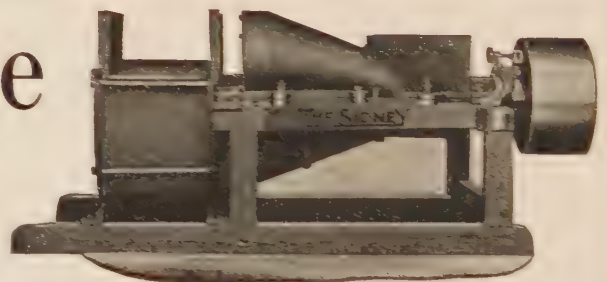
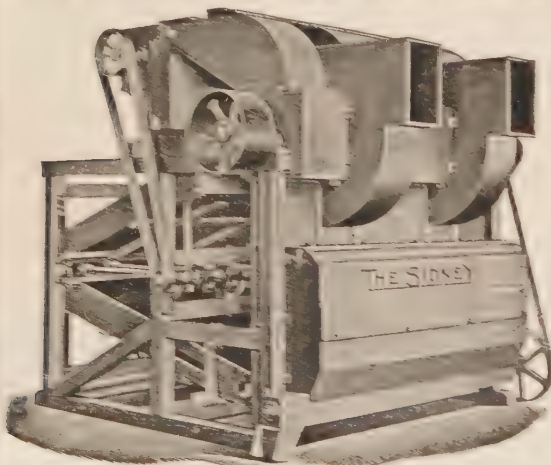
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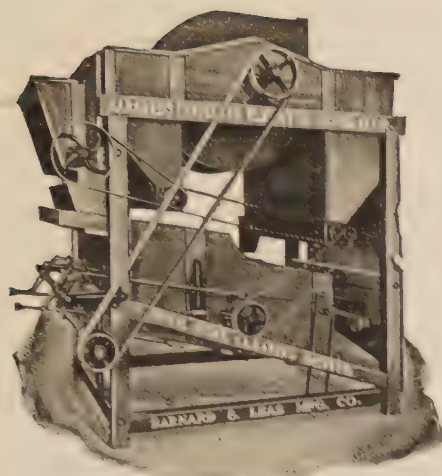
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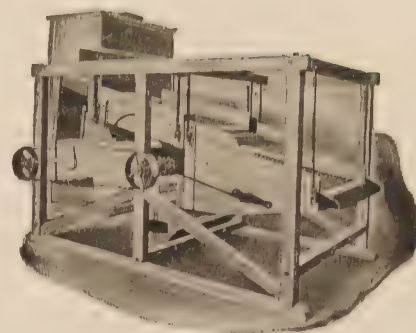
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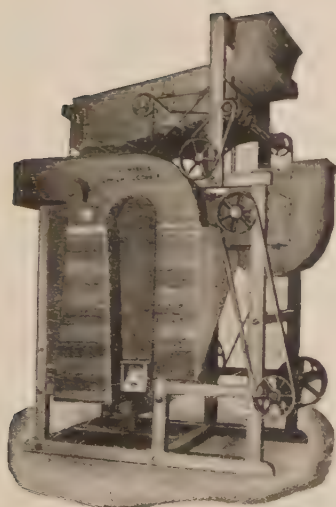
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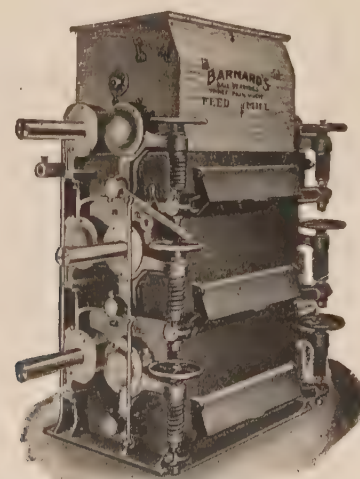
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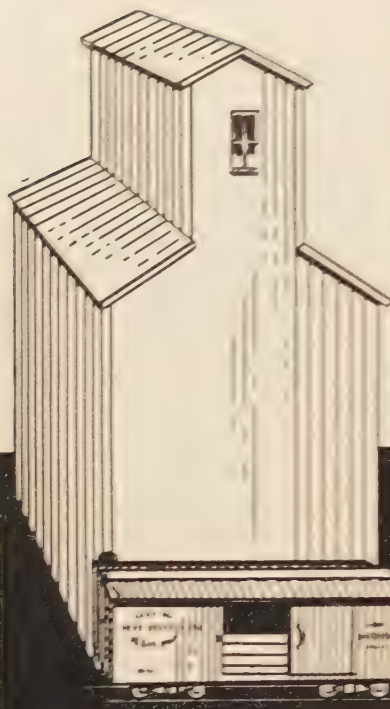


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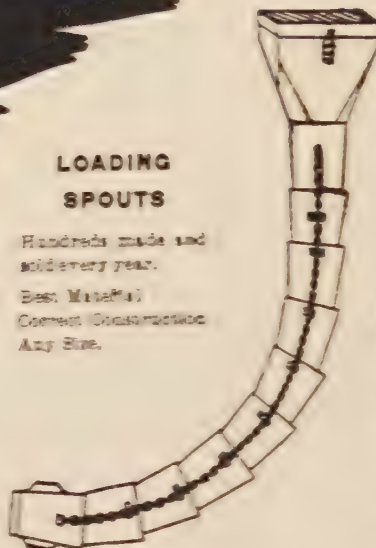
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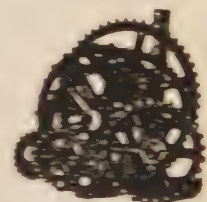
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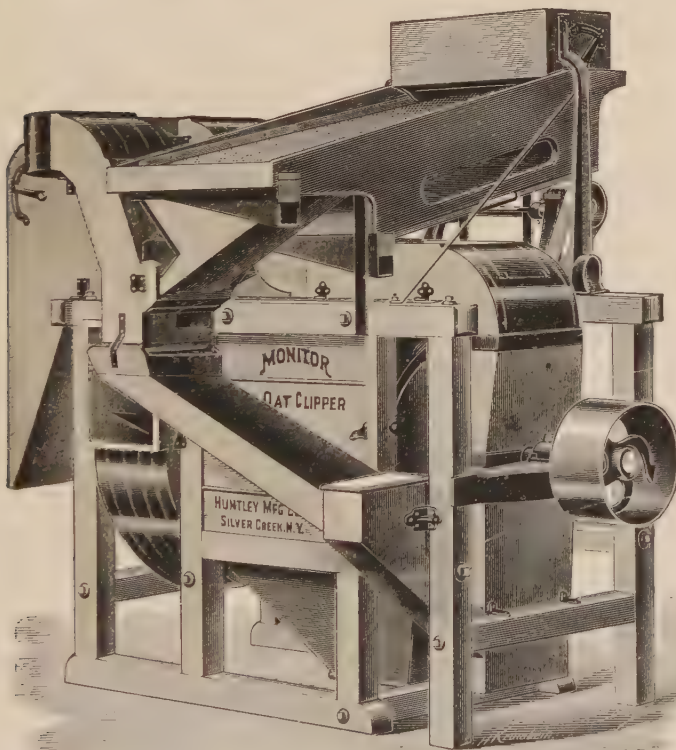
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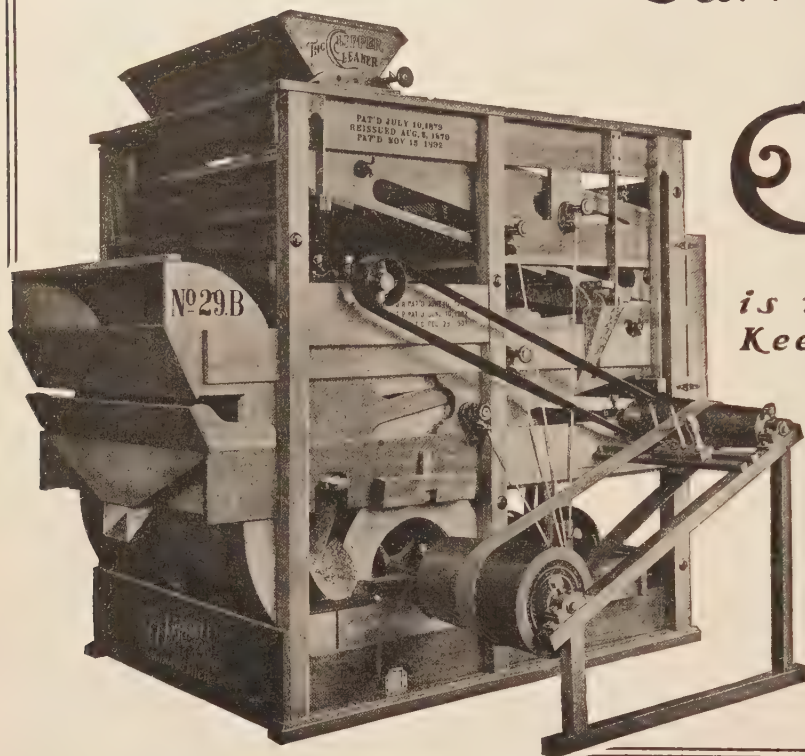
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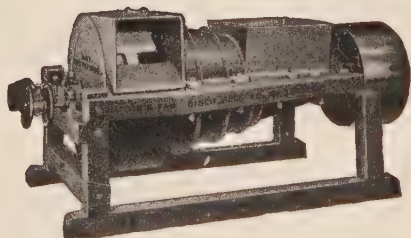
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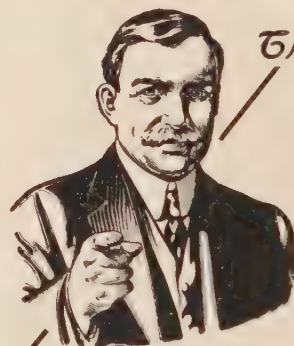
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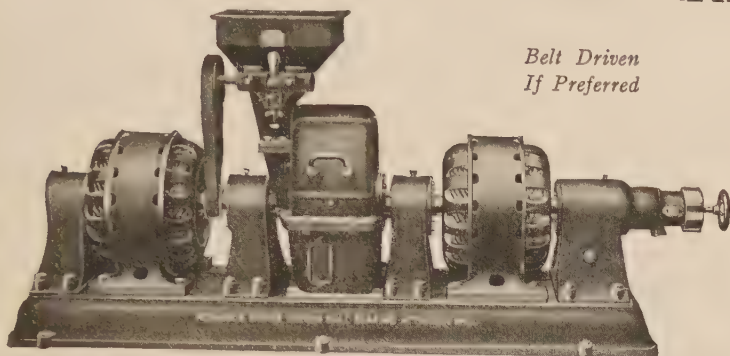
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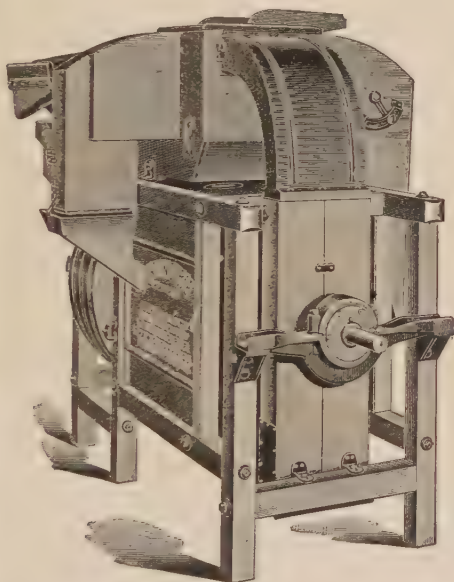
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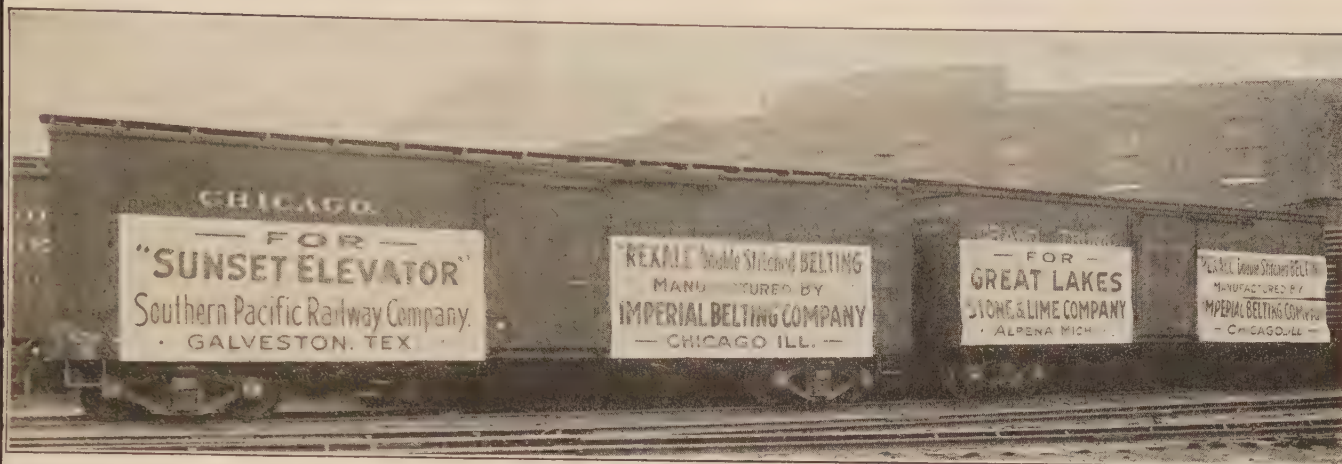
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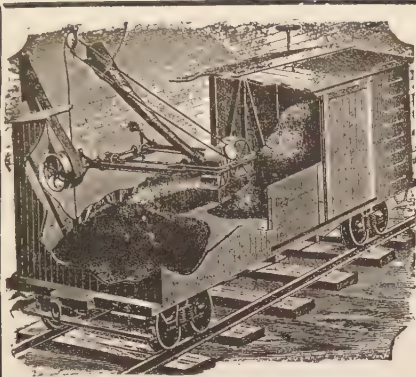
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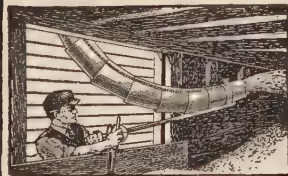
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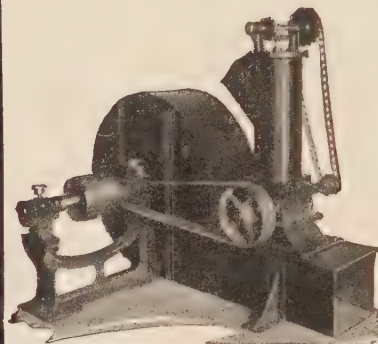


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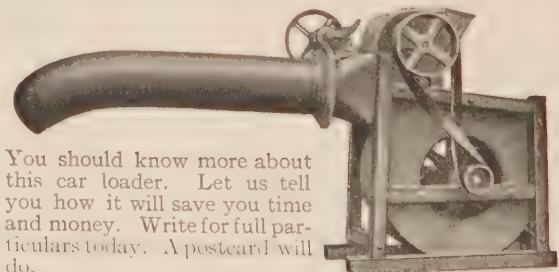
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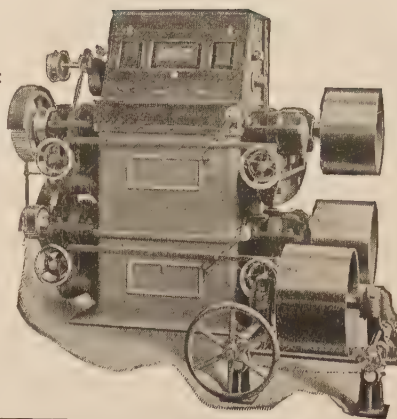
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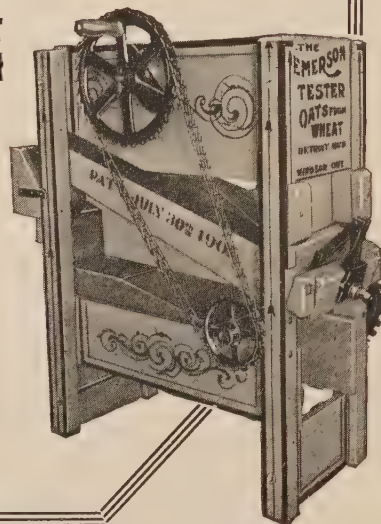
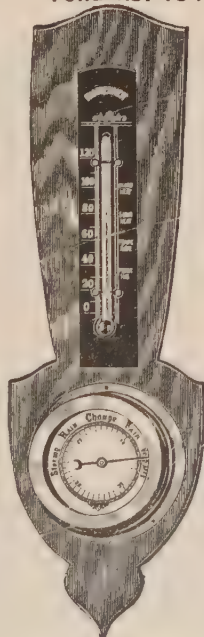


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NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be Satisfactory.

GERMANIA INSTRUMENT CO.
Dept. 50, 618 Mallers Bldg., CHICAGO, ILL.

BOWSER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO

GRAIN ELEVATOR BUILDERS

G.H. Birchard
CONTRACTOR OF GRAIN ELEVATORS
Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

IF you wish to build your elevator
right, my eighteen years experi-
ence is at your command.

C. E. BIRD & CO.
MINNEAPOLIS MINNESOTA

SAATHOFF & AMACHER
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
Write us for plans and estimates
PONTIAC ILLINOIS

R U
going to build or remodel? If so, write,
D. F. HOAG & CO.
Contractors and Builders of
GRAIN ELEVATORS AND WAREHOUSES
202-4 Corn Exchange, Minneapolis, Minn.

MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG. CHICAGO, ILL.

B. J. CARRICO
1501 Commerce St., Ft. Worth, Texas
Designer and Contractor of
CONCRETE and WOOD
Elevators and Flour Mills

The New Sunset Elevator

at Galveston, Texas, with a capacity of 1,000,000 bushels, was completed and in operation within 4½ months.

Its construction is along the most modern fireproof lines. Its modern, complete, mechanical equipment assures the rapid and economical handling of grain.

Stewart's capabilities in grain elevator construction are again brought to the front in the completion of this plant in record breaking time under the direction of W. R. Sinks, Manager and R. H. Folwell, Engineer.

James Stewart & Co., Inc.

Grain Elevator Department

15th Floor Westminster Bldg., Chicago

Grain Elevators Built in All Parts of the World



Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAMS, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.



GRAIN ELEVATOR BUILDERS

Grain Elevators

of any size and any type

Designed and Built for

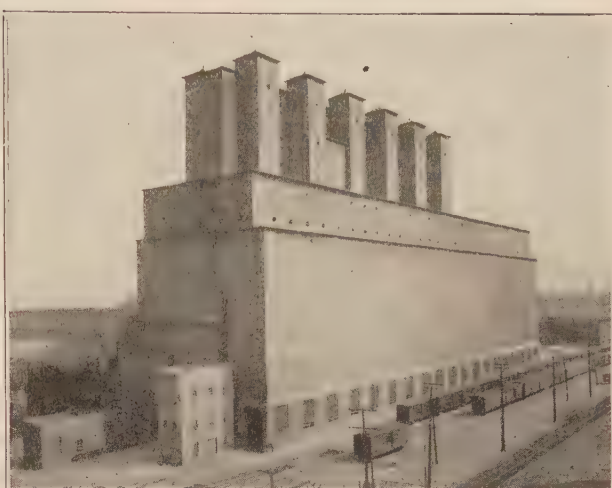


Safety,
Economy,
Utility

THE
3 AMERICAS
CO.

Builders of
Better
Elevators

122
S. Michigan Av.
CHICAGO



HARBOUR COMMISSIONERS OF MONTREAL
Elevator No. 2
Capacity 2,600,000 Bushels

Largest monolithic, reinforced concrete Working House in the world. Connects with H. C. Elevator No. 1 and over two miles of shipping galleries serving 19 ocean berths.

JOHN S. METCALF CO., LTD.

ENGINEERS AND CONSTRUCTORS

Montreal Chicago London
54-St. Francois Xavier St. 108-S. La Salle St. 36-Southampton St., W. C.
CANADA U. S. A. ENGLAND

BLEACHER OPERATORS

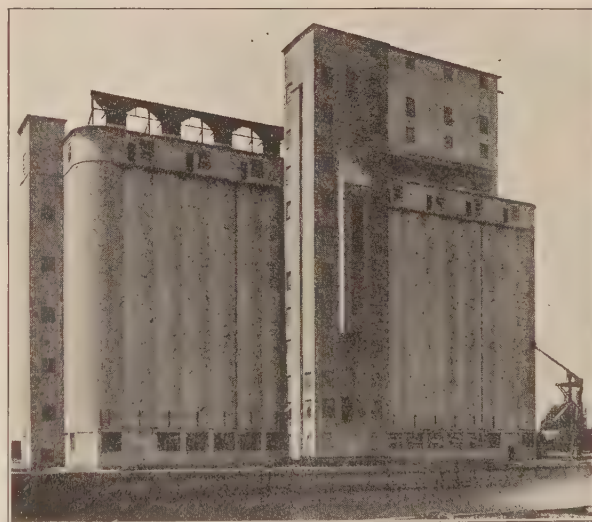
DO YOU EXPERIENCE ANY
TROUBLE WITH THE BELT
YOU ARE USING IN YOUR
BLEACHER? IF SO, IT WILL
BE WORTH YOUR WHILE TO
INVESTIGATE OUR

ANTISULPHO BELTING

A SPECIAL BELT
WHICH IS PROOF
AGAINST SULPHUR FUMES

IMPERIAL BELTING CO.

MANUFACTURERS OF REXALL DOUBLE STITCHED BELTING
General Offices and Factory
LINCOLN & KINZIE STS. CHICAGO



Connecting Terminal Elevator
1,000,000 Bushels Capacity
BUFFALO, N. Y.

Absolutely Fireproof—Electrically Driven

Built for
Connecting Terminal Railroad Co.
by

MONARCH ENGINEERING CO.
Chamber of Commerce Buffalo, N. Y.

GRAIN ELEVATOR BUILDERS

YOU will FIND

? "BUILT by YOUNGLOVE" ?
on ALL MODERN ELEVATORS!
? WHY ?

Younglove Construction Co.
412 United Bank Building
SIOUX CITY, IOWA

CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

GRAIN DEALERS JOURNAL
La Salle Street Chicago, Ill.



RATS—

Perfection Metal Bins Lock Them Out

Fire comes but once to an Elevator. The percentage of "partial losses" is mighty low.

But the rats are always with us. Their drains on grain are constant—in the aggregate they are large. They are a constant cause of small losses that can only be measured by Big Dollars in the year's balance sheet.

Perfection Metal Bins lock the rats out. Grain is secure from their depredations. The metal and concrete construction leaves them no place to make their homes.

Fire makes the big spectacular loss that gets into the papers. Rats and vermin are a constant drain that comes to no one's special notice.

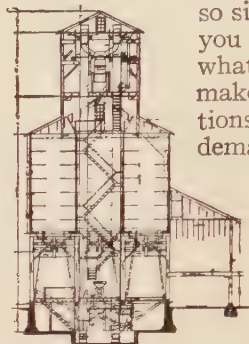
But Perfection Metal Bins defeat them both.

Book, "Fireproof Grain Storage," sent on request, tells how Fire and Rat proof grain storage is now possible at a cost but little exceeding wood.

Perfection Metal Silo Co. Topeka, Kansas

NOT A CHINESE PUZZLE, BUT READABLE

PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.
Board of Trade INDIANAPOLIS, IND.

FREE

To Interested parties in the Southwestern Territory, this booklet giving the complete costs of Thirty-eight Country Elevators.

Mailed to other parties on receipt of 50c.



WHITE STAR CO.

BUILDERS
OF GOOD
ELEVATORS

Owners of
The Pelkey Construction Co.

Wichita, Kas.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book. **Price \$1.00.**

Grain Dealers Journal

315 La Salle Street,

CHICAGO, ILL.

GRAIN ELEVATOR BUILDERS

FRANK KAUCHER & SON
Contractors Mills and Elevators
Wood and Concrete
ST. JOSEPH MISSOURI

A. F. ROBERTS
ERECTS ELEVATORS
FURNISHES CORN MILLS
WAREHOUSES
PLANS ESTIMATES
MACHINERY
SABETHA, KANSAS

R. M. Van Ness Construction Company
404-406 State Bank Bldg., Omaha, Neb.
Designers and Builders of
MODERN GRAIN ELEVATORS
Plans Submitted Correspondence Solicited
Branch Offices at
LINCOLN, NEBR., and FAIRBURY, NEBR.

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

W. S. MOORE 252 S. Col. Street Frankfort Ind.
EFFICIENT ERECTING CO.
Grain Elevators, Mill Work
Let Us Furnish You Plan
OUR EXPERIENCE IS MONEY TO YOU—WHY NOT HAVE IT?
GEO. H. CRAIG 335 Normal Park Way, Englewood Chicago, Ill.

BETTER ELEVATORS
ARE Being Built and
W. H. CRAMER is Building them
NORTH PLATTE, NEB.

First Class Concrete Grain Storage Construction
OUR SPECIALTY
Lehrack Contracting & Engineering Company
725 Gloyd Building Kansas City, Missouri

HICKOK CONSTRUCTION CO.
Contracting Engineers
for ELEVATORS
Fireproof Storage
Minneapolis, - - Minn.

S. P. Stewart & Son
Bowling Green, Ohio
Designers and Builders of
Fire Proof Grain Elevators
and Drying Houses

THE STEPHENS
Engineering Company
Designers and Builders
GRAIN ELEVATORS
Monadnock Bldg., Chicago

THE TEMPLE-WILLIAMS CO.
Designers and Builders
of Grain Elevators
Estimates furnished on application.
716 Hubbell Building
DES MOINES - - IOWA

Henry Lesch & Co.
Washburn, Ill.
Have designed and built some
of the finest elevators in
Central Illinois.
WRITE US

B
When Better
Elevators are
built, Burrell
will build them
Ask those who have them.
Over 600 in use today.
Burrell Engineering & Construction Company
1102-8 WEBSTER BLDG., CHICAGO
(Opp. Board of Trade)
711 Hubbell Bldg., Des Moines, Iowa.
111 W. North St., Indianapolis, Ind.
16 Hoke Bldg., Hutchinson, Kan.
Box No. 615 Salt Lake City, Utah

ELEVATOR CONSTRUCTION SPECIALIST SINCE 1881
"HAVE IBBERSON BUILD IT"
Write For Our New Booklet
T. E. IBBERSON
MINNEAPOLIS, MINN.

Southwestern Engineering Company
Designers and Builders of
Modern Fireproof Mills and Grain Elevators
Springfield, Missouri

NEWELL CONSTRUCTION CO.
CONTRACTORS DESIGNERS AND BUILDERS
ALSO JOBBERS OF
ELEVATOR AND MILL SUPPLIES
430-432 GRANBY BLDG.
CEDAR RAPIDS IOWA

CLARK'S GRAIN TABLES FOR WAGON LOADS

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued. It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is reinforced at back with silk cloth. Marginal index for quickly finding table wanted. All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu. Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30½ cents in ½ cent rises. Price postpaid 50 cents.

Grain Dealers Journal

315 So. La Salle Street

CHICAGO, ILL.

To BUY or SELL
RENT or LEASE
an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

SHEET METAL SPECIALISTS

Now is the time to overhaul and repair your plant for the coming year. We can furnish all your requirements in the Sheet Metal Line.

WE MANUFACTURE

DUST COLLECTORS GRAIN SPOUTING
BLOW PIPING STEEL ELEVATOR LEGS
CONVEYORS MILL and ELEVATOR WORK

No job too large for us to handle. The small ones receive the same attention. Get our figures before placing your order. All work guaranteed.

MINNEAPOLIS SHEET METAL WORKS

1528 Washington Ave., No., Minneapolis, Minn.

We are Agents for All Makes of Fans

Kennedy Car Liners

The Only

Positive Preventive

- of -

Leakages in Transit

MADE BY

THE KENNEDY CAR LINER
& BAG COMPANY

SHELBYVILLE, IND.

COAL SALES BOOK

Form 44.

FOR RETAIL COAL DEALERS.

Illustrates bookkeeping and reduces the chance of error. Practically three books in one. 1. Contains complete course of all sales made. 2. Contains original entry to the sales ledger. 3. It is the journal from which the posting is made. It contains space for 40 items. Each page is ruled with columns headings as follows: Date, Letter, Sales, Purchases, Gross, Tax, Net, Pounds, Price Per Ton, Amount. This book is 8 1/2 x 7 1/4 inches and contains 100 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and metal fastener corners. Price \$1.75. For sale by Grain Dealers Journal, 200 La Salle Street, Chicago.

Encourage ADVERTISING

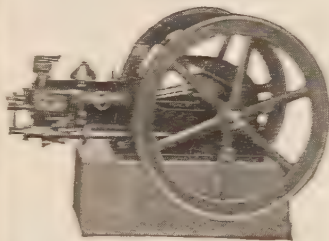
by your attention—the benefits are yours. Mention The

Grain Dealers Journal

GENUINE CRUDE AND FUEL OIL ENGINES

Operates successfully on cheapest fuel oil. Sizes 10 to 75 H. P. Stationary only.

MUNCIE OIL ENGINE CO.
Muncie, Ind., U. S. A. 20 First St.



The rhythmic running of the engine places on the power plant the stamp of efficiency. Very little noise is apparent. The exhaust is clean and regular.

OTTO Engines show these qualities after years of operation, and their economical fuel consumption is practically unaffected by long service.

These time-proven characteristics coupled with an established minimum cost for maintenance have been the chief factors in building the sales of more than 100,000 OTTO engines.

Representative of 100,000 power in stock. Large engines can be furnished promptly. We would appreciate an opportunity to show you personally the full range of the OTTO product at 1155 Broadway, New York.

The Otto Gas Engine Works

15 & 17 So. Clinton Street, Chicago
Main Office & Works, Philadelphia

OTTO Gas and Gasoline ENGINES

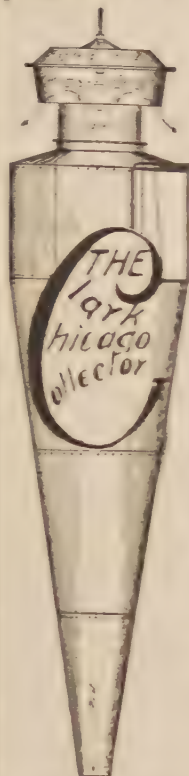


Another Pessimist Lost.

From the Cleveland Plain Dealer.

Tell us what you need for your elevator
and we will tell you where to get it.

Improve Your Dust Conditions



Reduce Fire Hazards and Explosions

Clark's All Metal Dust Collectors Will Do it

Highest Efficiency

Reasonable in Price

Occupies small space

Adjustable and Controllable

For Full Particulars Write

CLARK DUST COLLECTING CO.
Fisher Bldg. Chicago, Ill.



Safety First

Put a "Knickerbocker Cyclone"

Dust Collector

On that Grain Cleaner Fan.

The Knickerbocker Co. - Jackson, Michigan

A Car-Mover that Stands the Test NEW BADGER

FREE
For 30 Days



We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN

Elevator Man ATTENTION

Install an Automatic Drain Circulating Pump and take the responsibility away from your Agent forgetting draining the Engine.

Prevents bursting of Cylinders, accumulating of lime in the water Jacket, over heating of Engine, saves Fuel, oil and trouble.

Write for Circulars

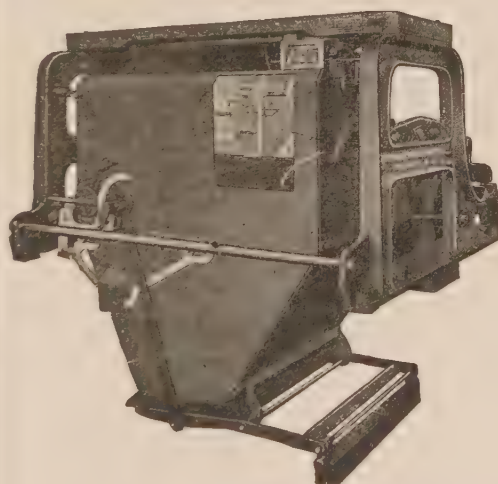
G. G. Forester Mfg. Co.
MOLINE, ILL.

You Can Sell Your Elevator

by advertising directly to people who want to buy, by using a

Grain Dealers Journal
Want Ad.

Try This on Your Elevator



If ever you're fussy or worried or sick.

Just call us right up on the phone; If shortages happen and things get too thick.

Just call us right up on the phone. We can weigh to the car and the weights will be right.

The scale keeps the tab, you will sure win your fight.

And after you try it you'll put up your right.

Swearing, "Gee, but I'm glad that I phoned."

You sure will be glad for the satisfied taste

You will have if you only will phone;

Like the feel of a Peach as you circle her waist.

"I will come over you just as you phone;

So Friend, do it now, take the phone down right quick.

Don't wait till tomorrow, or till you feel sick.

But order a RICHARDSON: we'll make it stick.

And you'll live in Security Zone.

The Richardson—The Scale Without Regrets

Richardson Scale Company

1909 Republic Bldg., CHICAGO

532 State Bank Bldg., OMAHA, NEB.

818 W. Emporia St., WICHITA, KAS.

413 So. 3rd St., MINNEAPOLIS

Other Offices at Passaic, N. J.; Buffalo, N. Y.;

Dallas, Texas; Atlanta, Ga.; New York, N. Y.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

MINNESOTA elvtr. Write H. F., Box 5, Grain Dealers Journal, Chicago, Ill.

KANSAS—Only elevator at good grain station. J. Jacobson, Formosa, Kan.

KANSAS—For Sale Elevator, coal and feed business at Manchester, Kansas. Address Bert Weaver.

IND.—8M bu. elvtr., flour, cement, coal business, town of 1,000. Address Luck, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator at Porter, Minn., 22M cap., 3 scales, new motor, coal sheds, good station. L. K. Eaton, 910 New York Life Bldg., Minneapolis, Minn.

FOR SALE or rent: A 20,000 bushel capacity elevator situated in a fine grain growing community. Address H., Box 1, Grain Dealers Journal, Chicago, Ill.

IOWA—Will sell elevator at Armstrong, 20,000 capacity, in good repair, electric power. Price right. Address E. O. H., Box 3, Grain Dealers Journal, Chicago.

EAST IOWA ELEVATOR for sale in German Catholic community. Nearly new and up to date. Complete at \$3,500. Address Keve Lumber Co., Arlington, Iowa.

MICHIGAN—20,000 bu. elevator and hay sheds for sale. New, located in best grain, hay and bean section of state. Will sell half or all. Owner, Leslie Mellan, Snover, Mich.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

MODERN Cribbed Iron Clad Elev. Motor power, Auto. Scale, Manlift, etc. Cap., 20,000. Corn and oat belt, good town, one competitor. For further particulars address Way, Box 3, Grain Dealers Journal, Chicago, Ill.

NORTHERN IOWA—25,000 bu. cribbed elevator for sale. Good grain country. Handled about 200,000 bus. last year. Good reason for selling. One other elevator in town. Address Best, Box 3, Grain Dealers Journal, Chicago.

IOWA—Two modern elevators for sale. Located in best grain territory in northwestern Iowa. Finest prospects we have ever had. Attractive price for quick sale. Address Tyde, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—12M bu. Elevator with coal and other side lines. Studded house, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. McFadden, New Waverly, Ind.

KANSAS—New 10,000-bu. elevator, 9½ miles nearest competitor. Ships over 100,000 bus. per annum and so located that another elevator cannot be built at this point. Northeast Kansas and best corn crop in years in sight. Want to change on account of ill health. Address Rek, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

SOUTH DAKOTA—New cribbed 30,000-bu. grain elevator for sale in County seat town. Bumper crop. One member of feed died and will take the first good offer. It is a snap. Write to Messick-Stapfand Co., Gettysburg, S. D.

WESTERN OHIO Elevator. Handles 100 cars grain, feed, coal, salt and cement yearly. Located in one of best up-to-date business towns in western Ohio. Opportunity will not be open long. Address Ver, Box 1, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA—One 18,000-bushel elevator and feed business in good town of about 650 on the C. M. & St. P. Ry. in southeastern South Dakota, located in best grain territory in the state. Write Mann, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. new modern elevator within 125 miles of Chicago, handles 300,000 bu. annually with coal, seeds, etc. No competition and a splendid money maker. Town of 600. James M. Maguire, Campus, Ill.

MONTANA—Only elevator at station near Great Falls. Capacity 20,000 bushels. Handled only one crop and in best condition. Will surrender to highest offer if crops are moving. Bargain. Address Son, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20,000-bu. elevator within 100 miles of Chicago that handles over 200,000 bu. grain and 1,000 tons of coal annually. Located in town of about 500. Farmer El. competition. Business evenly divided. Price \$6,000. Good terms. Address James M. Maguire, Campus, Ill.

INDIANA—Townley Iron Clad elevator for sale. 150 h.p. gasoline. Can handle around 100,000 bus. Black farm land, substantial community. Price reasonable. Buildings 4 yrs. old. 2 acres land on Findlay Ft. Wayne Branch C. H. & D. R. R. Old age reason for selling. Write N. R. Spaulding, Monroeville, Ind.

SOUTH DAKOTA—One modern and up-to-date 35,000-bushel elevator. Feed mill in connection. New 20-h.p. Fairbanks Oil Engine. Handles 130,000 bushels annually. Best wheat and corn section in South Dakota. Splendid Ry. accommodations. For further particulars address Soo, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

KANSAS ELEVATOR BARGAINS—Two new elevators of seven thousand bushels capacity each, situated on the C. M. & St. P. Ry. and the Frisco Ry. in the best grain country in Kansas. One is a new one, the other is a rebuilt one. Both are in excellent condition. Write to Messick-Stapfand Co., Gettysburg, S. D.

ELEVATORS FOR SALE.

FOR SALE—Elevators and office mill and coal business at a station. Good buy and grain location. Address Harriet Mining & Mfg. Co., E. R. Line, Stry, Harriet, Minn.

ELEVATORS WANTED.

ANYONE having a good elevator for sale, please write to J. M. DeLoe, 1000 N. W. Ave., Chicago, Ill.

WANTED—Grain elevator and coal trade. Central location. Not less than 500 bushels capacity. Good station. One feed elevator and one 10,000 bu. Box 1, Grain Dealers Journal, Chicago.

WANT a good elevator in the best grain country in the state. Write to J. M. DeLoe, 1000 N. W. Ave., Chicago, Ill.

WANTED—An elevator and coal trade. Central location. Not less than 500 bushels capacity. Good station. One feed elevator and one 10,000 bu. Box 1, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

NORTHWESTERN OHIO—Up-to-date mill and elevator for sale in good town. Good station. One feed elevator and one 10,000 bu. Box 1, Grain Dealers Journal, Chicago.

FOR SALE—A good mill and elevator in the best grain country in the state. Write to J. M. DeLoe, 1000 N. W. Ave., Chicago, Ill.

FOR SALE CHEAP—A good mill and elevator in the best grain country in the state. Write to J. M. DeLoe, 1000 N. W. Ave., Chicago, Ill.

FOR SALE—A good mill and elevator in the best grain country in the state. Write to J. M. DeLoe, 1000 N. W. Ave., Chicago, Ill.

FOR SALE—A good mill and elevator in the best grain country in the state. Write to J. M. DeLoe, 1000 N. W. Ave., Chicago, Ill.

NEW YORK—A good mill and elevator in the best grain country in the state. Write to J. M. DeLoe, 1000 N. W. Ave., Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

ELEVATORS AT ALL PRICES FOR SALE ALL THE TIME. Get ready for the new crop and write, wire, or phone for an interview if you want to buy an elevator. I have what will suite you. James M. Maguire, Campus, Ill.

MILLS FOR RENT.

TO RENT—50-barrel water power mill with feed and buckwheat run. In good repair. Whitehead & Standart Co., Birmingham, Mich.

BUSINESS OPPORTUNITIES.

BUSINESS OPPORTUNITY—For sale one-third interest for \$5,000, in a corporation specializing in mixed feeds. Good business established. Must take active part and be a hustler. B. G., Box 2, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE—Complete Mixed Feed Plant and Grain Elevator situated on the I. C. & Frisco Railroads, with about ten thousand bushel elevator capacity; can be bought at a bargain; and building that it is in can be rented reasonably. Address Paul Damman, Memphis, Tenn.

MISCELLANEOUS.

TO BROTHER GRAIN DEALERS. Notice—Do not extend any credit to A. L. Fisher on our account. He has no connection with our firm whatever. Weekes' Grain Co., Omaha, Neb.

SITUATIONS WANTED.

WANTED POSITION in Grain Elevator as second man. Can furnish good references. Address J. B. Dawson, Gifford, Ill.

SITUATION WANTED—Manager of County Elvtr., 7 years' experience. Address Sid, Box 2, Grain Dealers Journal, Chicago.

FOREMAN—Wants a position in steam or gasoline plant. Can furnish best of references. Address Cass, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED position as bookkeeper with grain firm. Experienced, capable, best of references. Write Jones, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager or second man of grain business; best references; 5 years' experience. B. W., Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as Manager or second man of grain business. Five years in last position. Best of references. Address Ling, Box 3, Grain Dealers Journal, Chicago, Ill.

TRAFFIC MANAGER—Thoroughly experienced. Bonded. Handle shipping, transit rates, claims. Age 31. Open for offer. Address C. H. J., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED position as grain buyer or manager for Farmers or Independent Co. Can furnish best of references. Speak Norwegian fluently. Address E., Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGER wants position. 15 years' experience in elevator and milling business. Would like to correspond with company looking for a first-class man. Address Not., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Elevator Agent with Line House or Farmers Elevator Co. Eight years' experience. Can give A1 references and bond. Speak German. Married. Address 401 3rd Ave., W., Dickinson, N. D.

SITUATIONS WANTED.

WANTED position with some good grain company to travel in Neb., Iowa, S. Dak., or Minn. In the grain business 14 years and can furnish good references. Write Rye, Box 12, Grain Dealers Journal, Chicago, Ill.

BOOKKEEPER or cashier wants position with some good grain firm. 15 years experience; can handle cash and futures. Also traffic. Can give good references. Write A. J., Box 1, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

POSITION WANTED—Manager Farmers Elevator or Line House Agent. Practical engineer, millwright and bookkeeper. 10 years' experience in grain, coal and implement business. Good ref. and bond. Address W. T. H., Box 2, Grain Dealers Journal, Chicago.

SITUATION WANTED—Young man of 21 years wants position where there is chance of becoming grain solicitor or traveling salesman. Had experience handling grain on road and in office 3 years. A1 references. Address Alb., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Grain Buyer in some town or City. Have had 11 years experience in buying grain at Country elevator and desire to make a change. Am employed at present and can give any kind of references desired. Address Emp. Box 2 Grain Dealers Journal, Chicago.

MANAGER wants position; 5 years' experience in grain business, handling lumber, machinery, feed, flour, etc., as side lines. Married; 28 years old; understand bookkeeping thoroughly; prefer position with company handling large enough business to keep second man. Iowa or Minn. preferred. References from present employers. Write M. A. N., Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—If you need an exceptionally capable man, qualified in every way to conduct a successful grain business, a real producer of proven ability and you have a proposition that will remunerate commensurately, correspondence invited. Highest references furnished. Would invest liberally with services in good paying, legitimate proposition. Address Minn., Box 2, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Experienced man to solicit grain for Milwaukee market from the state of S. D., part of N. D. and Minn. State age, experience, references and salary expected. Write Sol, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Manager for Farmers Elevator; must do all buying and selling. State age, experience, kind of experience and salary expected. No drinking man need apply. Address R. C. Blank, Perrinton, Mich. R. F. D. 1.

AGENTS WANTED.

MR. GRAIN DEALER. Do you want to increase your profits? You can do so by selling King Lightning rods during your spare time. Write us for agency proposition. It's a winner.

Geo. M. King Mfg. Co.
609 E. Walnut St., Des Moines, Ia.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

ADDRESS WANTED.

WANTED ADDRESS of G. S. Barnes, Jr., formerly of Wichita, Kan., and Minneapolis, Minn. Write S. E. E., Box 12, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—McLeod Automatic Scale, 1,500-bu. capacity; nearly new; at very low price. Condition O. K. Write today. M. P. Thielen Grain Co., Lucas, Kansas.

FOR SALE—Howe 6-ton wagon scale, double 1,000 pound beam, 22x8 ft. platform. As good as new. Will sell cheap. American Automatic Scale Co., Chicago, Ill., 20 W. Jackson St.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

FOR SALE—4,000 second-hand cotton grain bags, holding 2½ bus. wheat, price 11c f. o. b. St. Louis. Will sell from 100 bags up. Write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

ENGINES FOR SALE.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

FOR SALE—BARGAINS.

1—12 HP. Badger Lauson	\$165.00
1—12 HP. Stover	275.00
1—20-25 HP. Nash, two cyl.....	385.00
1—22 HP. Fairbanks Morse	315.00
1—25 HP. Fairbanks Morse Special	
electric lighting engine	450.00
1—25 HP. Milwaukee	275.00

Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—King Buck Horn Machine in good condition at a bargain. Address C. C. Norton's Sons, Greenfield, Ohio.

FOR SALE—Seven 26x10 Allis Reels at \$100.00 each, f. o. b. Minneapolis. Good condition. The Albert Dickinson Co., Minneapolis, Minn.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

FOR SALE—One Valentine gasoline portable track loader, nearly new, good condition. Will sell cheap at a sacrifice. Address Farmers Elevator Company, Homestead, Mont.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,
431 to 437 So. Clinton St.
Flour Mill and Elevator Machinery.
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE OR TRADE 1 Stand Gt. West. Rolls, 3 pr. high, corrugated; 1 Gt. West. bolting machine; 1 stand 3 roller mill. Scientific. Trade for mill or feed or baled hay. T. O. Gibbon Gr. Co. Hartford, Ks.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr., etc. Satisfaction guaranteed. Write for Prices at Once.

George J. Noth,
9 South Clinton St., Chicago, Ill.

PROPOSALS.

PROPOSALS FOR FORAGE AND BEDDING—Dept. Quartermaster's Office, 554 Federal Building, Chicago, Ill.—Sealed proposals will be received here until 11 a. m., Central Time, August 16, 1915, for furnishing forage and bedding at posts in Central Dept. during nine months commencing October 1, 1915. Information furnished upon application.

PROPOSALS for flour, oats, dried fruit, etc., Department of the Interior, Office of Indian Affairs, Washington, D. C., July 20, 1915. Sealed proposals, plainly marked on the outside of the envelope: "Proposals for flour, oats, dried fruit," etc., as the case may be, and addressed to the "Commissioner of Indian Affairs, Sixteenth and Canal Streets, Chicago, Illinois," will be received until 2 o'clock p. m. of Wednesday, August 25, 1915, and then opened, for furnishing the Indian Service with canned goods, corn meal, cracked wheat, dried fruit, feed, flour, hominy, oats, rolled oats, etc., during the fiscal year ending June 30, 1916. Schedules giving all necessary information for bidders will be furnished upon application to the Indian Office, Washington, D. C.; the U. S. Indian Warehouses at Chicago, Ill., St. Louis, Mo., and San Francisco, Cal. The department reserves the right to reject any and all bids, or any part of any bid. Cato Sells, Commissioner.

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

FOR SALE MOTORS.

7½ h.p. Westinghouse A. C. 3 phase.
10 h.p. " A. C. 3 phase.
15 h.p. " A. C. 3 phase.
20 h.p. Fairbanks-Morse A. C. 3 phase.
35 h.p. Wagner A. C. 3 phase.

Write for prices. All motors guaranteed and sent on approval to responsible parties. Northwestern Electric Co., 611 W. Adams St., Chicago, Ill.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

GRAIN TRIERS

which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 36 x 1½ inches and has eight openings.

OTTO KELLNER, JR., 4028 So. State St., Chicago, Ill.

If you have
a good thing

Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

Grain Receiving
Register

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers.

Order Form 12AA. Price, \$1.50

Grain Dealers Journal
315 So. La Salle St., CHICAGO, ILL.

SEEDS FOR SALE—WANTED

GRAIN WANTED.

WANTED heavy, bright Montana oats and Barley. Lewis Grain Co. Chamber of Commerce, Buffalo, N. Y.

GRAIN FOR SALE.

Wanted, Buyers of white wheat to advise their wants. We can supply you. Farmers Grain Co., Denver, Colo., Railway Exch.

HAY FOR SALE.

PRAIRIE HAY—If you want Prairie Hay, write or wire the Osage City Grain & Elevator Co., Osage City, Kas.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SEED CODE WANTED.

COPIES American Seed Trade Code wanted. State condition and price. Address W. B. G., Box 2, Grain Dealers Journal, Chicago, Ill.

CRABBS REYNOLDS TAYLOR CO.
Crawfordsville, Ind.

GRAIN
CLOVER AND TIMOTHY SEEDS
Get in touch with us.

CRIMSON CLOVER
I. L. RADWANER
NEW YORK

NUNGESSER-DICKINSON
SEED CO. NEW YORK, N. Y.
EXPORTERS AND IMPORTERS
GRASS and CLOVER SEEDS

THE ILLINOIS SEED CO.
CHICAGO, ILL.
WE BUY AND SELL
FIELD SEEDS
Ask for Prices. Mail Samples for Bids.

SEEDS FOR SALE.

FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Pure white blooming sweet clover seed. \$12.00 per bushel of 60 pounds. Now is a good time to sow this valuable plant. E. G. Finnup, Garden City, Kans.

FOR SALE—Perennial Ryegrass, Italian Ryegrass and Crested Dogstail. Highest grades recleaned and tested. C. I. F. U. S. ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

SEEDS WANTED.

NEW CROP—Wanted 2 Rye & Alfalfa seed. Quote car lots delivered with samples. J. T. Russell Co., Memphis, Tenn.

WANT Rye, Red Top and Timothy, also No. 2 White Oats. Send samples and price. For Sale—Potato, Onion Sets. Cohen Bros., Greenville, Ky.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

WE BUY AND SELL
Wheat Screenings, Cane Seed, Salvage Wheat, Kafir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

Clover Seed Active
With approach of critical crop making season, clover seed futures are increasingly active. Prices latter part of season generally cover wide range. Toledo is center of clover trading. Our facilities are complete. Inquiries and orders receive immediate attention. Daily letter with latest news views on request.
SOUTHWORTH & CO.
901-2-3 Second Nat. Bank Bldg., TOLEDO, O.

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
Toledo, Ohio

"MAY BELL" Brand Pure Field
WE BUY **SEEDS** WE SELL
ROSS SEED CO., Louisville, Ky.

Directory Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., grass and fld. seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld sds.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.
Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., who., exp. & imp.
Radwaner, I. L., field & grass seeds, exp., imptrs.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ST. JOSEPH, MO.

Mitchell Hill Bros., grass and field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TIMOTHY SEED

Do you want to know about the best timothy seed proposition in the country? We've got the biggest seller. You get more than so much seed. You get expert advertising and selling co-operation to help you sell the seed to your farmers.

Ask for prices and particulars.

The Albert Dickinson Co.
Seed Merchants
Chicago Est. 1855 Minneapolis

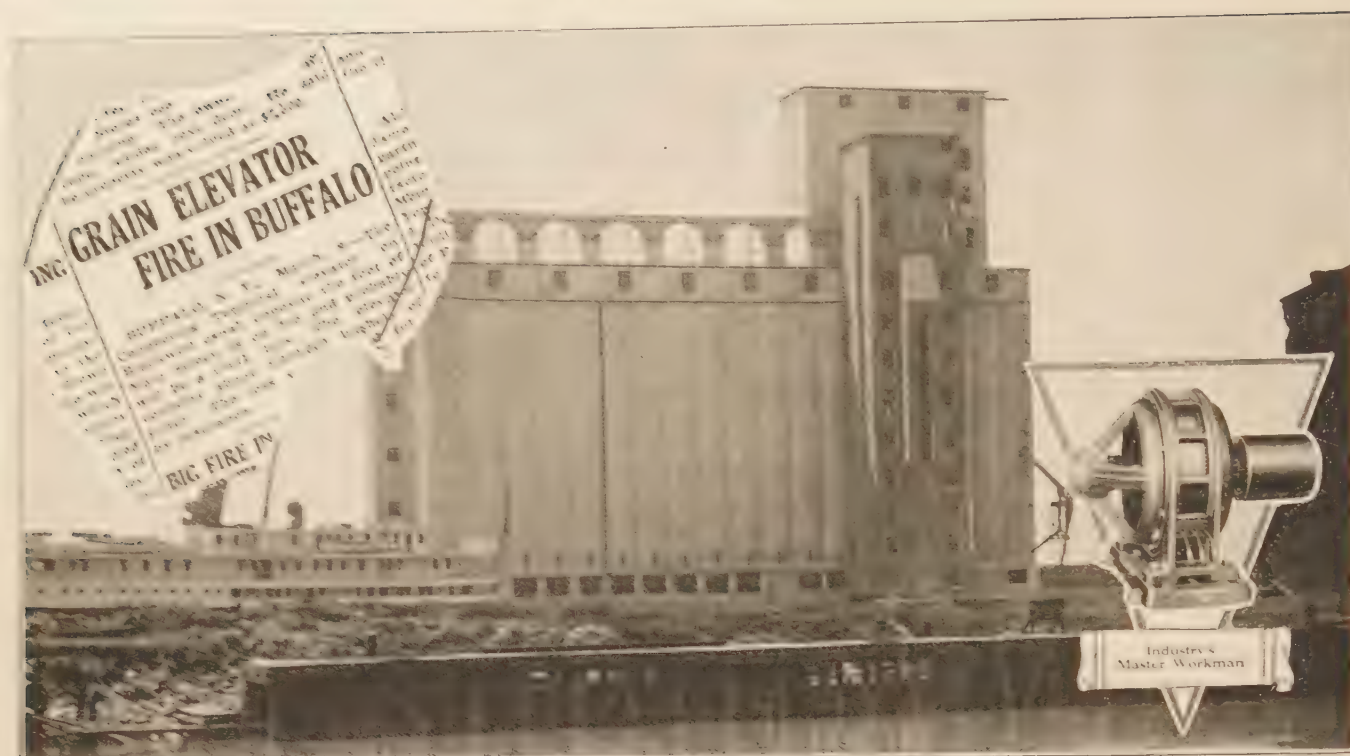
Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$1.50

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.



New Connecting Terminal Elevator, Buffalo, N. Y., G-E Motor Equipped Throughout.

Don't Wait for a Fire

Don't wait until a fire, started in your boilerroom or from friction somewhere among your belts or shafting, has consumed your buildings and destroyed your business activities.

Install G-E Motors NOW

The Connecting Terminal Grain elevator at Buffalo was destroyed by fire about a year ago with a loss of 1,000,000 bushels of grain. This elevator was steam driven. In rebuilding, the company completely electrified the plant with G-E apparatus. There is little chance of fire in the new buildings.

Steam engines and boilers constitute an ever present menace. Line shafts and belts passing through floors are a real fire hazard due to possible overheated lineshaft bearings and the rubbing of the belts on the edges of floors or partitions. Individual motor drive eliminates all these risks.

Ask our engineers to design a SAFE, economical drive for you.

General Electric Company

General Office: Schenectady, N. Y.

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San Francisco, Cal.
Schenectady, N. Y.
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The General Electric Company of Michigan, Detroit.

For more information and literature, write to the General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, Houston, and San Antonio, Tex. For a list of sales representatives, write to the General Electric Company, Ltd., Toronto, Ont.

Motor Agents in all Large Cities and Towns.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, AUGUST 10, 1915

ARGENTINE CORN is being imported for distribution among the dairy districts of the east, thanks to its admission duty free.

GRAIN DRIERS are being installed in so many elevators as to prove conclusively that grain dealers everywhere have become convinced of the necessity of being prepared to handle damp grain of all kinds. A good drier is a permanent addition which can be operated profitably nearly every season.

THE NECESSITY of writing code words clearly was never better emphasized than in the suit brought last week against the Postal Telegraph Co. by the Shawnee Mfg. Co., Shawnee, Okla., who recently attempted to wire an acceptance of an offer of 10,000 bus. of wheat from a Wichita firm, but the telegraph operator, being more familiar with the word "flirting," substituted it for the code word "fluting," which was intended to be used by the sender of the message. It simply made a difference of 4,000 bushels, and before the error was discovered the market had advanced, so that the milling company had to pay \$280 in order to get the additional 4,000 bushels needed to fill its flour order. The milling company had intended to send the following message: "Perfume have booked fluting accused debating Kansas City basis boundary," but the telegraph operator changed "fluting" to "flirting."

BLACK RUST has caught some of the crop experts wandering around the northwest, but spring wheat seems sure to escape.

COUNTRY GRAIN shippers of many sections have been giving some discussion and attention to the grading of new wheat. Unless they are very careful to buy it right, their shipments will bring a heavy loss. The larger the receipts of damp, tough grain in any market the heavier are the discounts likely to be.

SUFFOCATION in a grain bin has claimed another victim, a Missouri youth, who, with two companions was playing in the wheat when unloading a car from that bin began. Before the flow could be stopped his body was completely submerged. The boy's death is one more argument in favor of prohibiting anyone not needed around the plant from trespassing. It is possible to be friendly with the children of the neighborhood and still firmly refuse them admission to the elevator. The man who permits their presence is sure to be most severely condemned by the community in case of an accident.

BARLEY LIMED to conceal smut has gained the attention of the chemists of the Agricultural Department, with the result that California dealers have been warned against continuing the practice. Some California dealers have been buying smutty barley, treating it with lime, and after mixing it with barley free from smut, they market the mixture as choice brewing barley. The lime conceals the smut, so it cannot readily be detected. However, a chemical analysis quickly discloses the presence of lime. The department holds that the practice constitutes an adulteration under the Food & Drugs Act, hence any lots of grain so treated are liable to be condemned and confiscated. No doubt if the buyers of smutty barley would offer it on the market as "smutty barley treated with lime," the department would let it pass.

GRAIN DEALERS who desire an elevator which can be operated economically and with the attainment of efficient results, cannot expect to have their desire realized if they entrust the contract for the building to inexperienced cross-road "wood butchers." The contractor who has given his life to the study of the needs of the country grain dealer, and to the proper arrangement and construction of grain handling plants, is in a position to build a first class plant at a lower cost than anyone else, but he cannot build a satisfactory house unless a fair figure is allowed him. Elevator contractors, in their eagerness to get business oftentimes take jobs at prices that will not permit of their building a house suited to the needs of the grain dealer, but the dealer is just as much, if not more to blame than they are.

SPROUTED WHEAT and oats promises to make a world of trouble for country elevator men who do not discriminate sharply against such grain.

THE MICHIGAN dealers at Jackson last week adopted a resolution endorsing the Pomerene Bill, which provides for the best B/L law yet drafted, and every grain shipper owes it to himself and to the shipping public to work earnestly to secure its enactment. With the Pomerene Bill on the statute books, shippers would receive fairer consideration from carriers than they have yet obtained.

TRAMPS or loafers are credited with having set fire to an Iowa elevator with the result that it was completely destroyed, together with an adjoining elevator. Less than a year ago another Iowa elevator was robbed of its belting because the manager had gone away and left the plant open to the visits of all passers. It is far better to keep the elevator locked and well protected with strong doors and windows, in fact the greater the effort made to protect the property the more will the average individual respect it.

PILFERING of cars would be materially reduced if all railroads would use a seal which could not be replaced and kept a record of the seal number put on car at initial point. Locks will not keep out thieves who are determined to gain admission, as the cars can easily be broken into, even though locked with heavy padlocks. It is much better to use a seal which can be easily broken, as it gives reliable evidence as to the car having been broken into. It also saves the car from damage and its contents from damage by the weather, should the siding be broken off, to gain admission. Most railroads are now using seals numbered consecutively, so that the seal record on each car gives positive evidence as to whether or not it was broken into during transit.

COMMUNITY CO-OPERATION is being agitated, and quite successfully, by a number of the farm and trade journals, in the hope of building better towns, and making more progressive merchants. Its success is bound to insure the greater development of country communities and make them more attractive places to reside. The spirit of loyalty to home institutions has been instilled in the residents of many small towns, and all are encouraging the local merchants to a closer study of the public's wants and to a greater eagerness to supply those wants, with the result that the progress of the enterprising merchants is greatly improving the country towns. The government has not yet seen fit to enlist in this work, but no doubt it will fall in line ere long, as the successful movement continues to gain momentum. A country town cannot be destroyed or crippled without injury to all who abide within and about it.

SPRING WHEAT cutting has been begun under far more favorable conditions than was the cutting of winter wheat, and the yield promises to be greater than the northwest has ever harvested.

THE BROTHERLY consideration for one's competitors in time of disaster is sure to pave the way to harmonious relations thereafter. An Illinois grain dealer whose competitor's plant was completely destroyed recently is now sharing his office and elevator with that competitor until a new elevator can be erected.

AN ILLINOIS GRAIN shipper who suffered long from over-competition and no profits, recently sold his elevator and it will be razed. He writes: "Not enough business for three. Now we expect to devote our time to farming." If more dealers at stations where elevators have been provided greatly in excess of the needs of the station, would refuse to waste their capital in fighting for the privilege of handling a few bushels of grain, the trade would be much better off and fewer grain dealers would leave the business bankrupts.

RAINFALL HAS been so continuous since oats and winter wheat were cut that comparatively few farmers have even attempted to thresh out their crop. A few of the far-sighted farmers, who stored their grain under cover, have been able to thresh much of it, and to get it to market in good condition. The losses which the farmers will suffer this year by reason of not taking good care of their shocked grain would pay for tarpaulins or covers for all the grain which will be grown in the next ten years.

COUNTRY ELEVATOR men whose scale platforms bind at the edges, as many of them have done recently, due to surplus moisture, owe it to themselves to drain and ventilate at scale pit, so as to prevent platform's swelling. Inasmuch as buyers must pay out money according to what the wagon scale records, it seems advisable for them to keep a more careful watch of the scale and the platform. When many loads are being weighed during muddy weather, the platform should be cleaned more frequently.

ADVANCING MONEY to strangers for grain they promise to market soon has proved such an expensive practice to many country elevator men that a few wise ones have notices of their former losses framed above their desks, to remind them, lest they commit the error a second time. Some grain buyers have plats of their section, showing who operates each farm. The tenants, as well as the tricksters, are marked in red, as a warning to look out. The practice is one which every dealer could adopt with profit to his bank account and a reduction in his worry.

WIRELESS telegraph stations are being established at different plants by a Kansas milling company, the purpose being to keep the plants in constant communication with one another even tho the telegraph company's wires be down.

OCEAN TONNAGE promises to be much scarcer as 511 ships have been destroyed since the opening of war. This great reduction in ocean vessel room is sure to increase the difficulty of moving our large exports to Europe. During the last crop year Europe purchased over \$724,000,000 worth of our foodstuffs and no doubt will need as much this year if the war is to be continued, so embargoes at the seaports may be expected as soon as the movement of new grain fills up the seaboard elevators.

AN ENTERPRISING Iowa elevator manager who is ever willing to listen to the suggestions of the fire insurance inspector has recently built a fireproof engine house of cement blocks and installed a gasoline engine. He has so reduced the cost of his insurance by this improvement that he expects to pay for the engine and house from the savings in insurance during the first 5 years. This is even better than the Illinois dealer who paid for his new cement engine house from his insurance savings the first year.

FIVE MORE accidents to elevator operatives are reported in this number, each of which could have been prevented with small cost. One man sacrificed his thumb to a power loader, another was caught on exposed shafting, a third had his leg caught in the fly wheel of an engine while attempting to start it, another resulted in a man being crushed between moving car and loading platform, while the fifth resulted in serious injury from a fall while engaged in cleaning a bin. Only one life was lost, but each survivor now believes that a little prevention of such accidents is far more desirable than a cure for the wounds.

CLAIMS FILED by one shipper against his favorite railroad are sometimes so numerous as to arouse the suspicion of the claim agent. It is more profitable to spend time in carefully coöpering and lining cars than in attempting to collect from the railroad compensation for grain lost, due to poor coöpering. The shipper who seldom has occasion to file a claim experiences little difficulty in collecting it. One Iowa elevator manager recently boasted that he had filed claims aggregating \$1,600 against the C., M. & St. P. R. R., in the short period of three months, covering the loss of grain in transit. When claims of this character become very numerous it is time for both parties to investigate and determine the cause, so that it may be remedied.

Oral Contracts for Grain De-creasing.

Many country elevator men suffered heavy losses because of their inability to deliver wheat and oats on July contracts. Of course they bought the grain from the farmers before they sold it, but the weather prevented the farmers delivering the grain as they intended to do, so the dealer who could not ship grain as he contracted to do, stood the loss, and the farmers in most cases didn't even feel sorry for him.

Grain growers insist upon selling their grain in advance of marketing it for the purpose of getting their price, and they should be willing to sign a contract agreeing upon a specific grade and delivery. No buyer can afford to contract even verbally for a crop without immediately selling. Grain prices are very unstable these days, and no one can afford to take long chances. Where written contracts are insisted upon, some farmers will refrain from selling their crop until they have it gathered, and the few who refuse to make good on a written contract can easily be brought to time. It is natural to presume that growers who do not contemplate delivery will refuse to sign any contract. Grain men will be far better off if they confine their purchases to grain on their scale platform. The practice of giving a "put" to grain growers, without restriction as to quantity or time, is sure to result in heavy losses on some crops, in fact the dealer who persists in making verbal contracts with farmers frequently gets caught, whatever way the market goes. Oral contracts with farmers are good only when the market goes down and it is to the advantage of the contracting farmer to haul in not only his own grain, but that of his neighbors, to help fill that contract, while if the price rises a few cents, the oral contract permits an awful shrinkage of his crop.

Shrewd grain buyers who experience difficulty in inducing farmers to sign a written contract for the grain they insist upon selling in advance of its gathering, should give the farmer a check for a few dollars, and specify on the face of it "First payment for 10,000 bus. of new No. 2 oats, July delivery at 39c." When Mr. Farmer endorses his name on the back of the check to get the money he also accepts that statement on the face of it, and the dealer has the only written evidence of the contract.

The grain business is confronted with so many dangers, it seems time that the elevator men stopped contracting for any grain in advance of its harvesting, or else refuse absolutely even to bid for grain, unless the grower will put the transaction in writing. It is gratifying to know that all of the trade associations have exercised their influence against oral contracts, and if the agitation against the pernicious practice of making such contracts persists, farmers must soon sign written contracts or hold their grain until they are ready to market it.

Guaranteeing Quality Indefinitely.

For years the buyers of some central markets have persisted in the contention that shippers should guarantee the quality of their grain until it arrives at elevator and is unloaded. For many years most of the leading exchanges have enforced rules to the effect that buyers must accept grading of the official inspectors, or appeal therefrom before 11 o'clock of the day next succeeding day of inspection. The shipper knowingly assumes responsibility for the quality of his grain from the time it leaves his elevator up to its arrival in the inspection yards.

At different times buyers in markets having rules limiting the period for appealing from the grading of the official inspectors, have seen fit to reject or discount heavily shipments which failed to earn the contract grade at time of unloading. No other practice involving the relations between the country shippers and the terminal market buyers has resulted in so much bitter agitation as this attempt to force the shipper, without previous notice, to guarantee the quality of his grain up to the time of unloading. A recent arbitration before Arbitration Committee of the Chicago Board of Trade resulted in the adoption of the following resolution by the Terminal Market Committee of the Western Grain Dealers Ass'n:

RESOLUTION AGAINST DELAYED INSPECTIONS.

WHEREAS, under present practices of certain terminal markets and terminal grain buyers, country shippers are held responsible for the quality and grading of grain shipments until cars are unloaded at the elevators, and that under such conditions the country shippers are held responsible for the perils of transportation and deterioration after the grain has been officially inspected by the Inspection Department designated in the contract of sale or that is recognized as official by the market to which shipment is made; therefore,

RESOLVED, that this Committee on Terminal Markets appointed by the Western Grain Dealers' Ass'n with full power to act, recommend that all country shippers of grain insist on having official inspection and also official re-inspection certificates of grain returned to them with account sales on every car shipped, and where discounts are taken on shipments without official re-inspection certificates, that the shipper promptly send all papers to Sec'y Geo. A. Wells to be referred to this Committee for investigation in order that the Committee may have specific cases upon which to act in undertaking to enforce and establish the principle, that the responsibility of the country shipper for the perils of transportation and deterioration ceases when the grain shipments are officially inspected as provided by the rules and regulations of the established official grain inspection department of the market to which the grain is shipped, and that grain shipped to terminal elevators located outside of terminal markets where there is no official grain inspection, that the private inspection be made promptly on arrival of the cars and not delayed until the cars are placed for unloading.

If buyers in any market are determined to force shippers to guarantee the quality of their grain up to the date of unloading, then they should give due notice of that intent and insist upon its being inserted as one of the conditions of contract of purchase. During some seasons

of congestion in central markets, cars have stood loaded for months, and even though the grain had been in prime condition upon its arrival in the inspection yards, it spoiled and heated long before it got anywhere near the elevator for which it was destined.

The rule making the buyer responsible for any deterioration in the quality of grain purchased after it has been inspected and accepted, is predicated on the fact that the buyer, having knowledge of his handling facilities, will not buy grain in excess of his handling capacity, if he is required to assume some of the responsibility for the deterioration of the grain. Shippers are not presumed to know the handling facilities of any buyer, nor to have any knowledge as to whether or not his purchases are greatly in excess of his handling capacity. For years it was a common practice of some southeastern markets to buy grain, flour and feedstuffs greatly in excess of the needs of the market. Then they would let the grain stand in the car until the shipper's anxiety induced him to press the grain onto the market and sell it at a sacrifice. In this way the trickster was able to get enough cheap grain to enable him to undersell others. By this practice alone was he able to stay in business. It is needless to say that he did not catch the same shippers by the same trick a second time, but there are other shippers, and many of them suffered heavy losses, as the result of this practice.

The practice of requiring buyers to reject promptly grain which they did not deem up to the grade purchased is now common in almost every terminal market. One or two seem to feel that they can still continue the old method. It is needless to say, however, that shippers will soon discover that their grain is not being graded until it is unloaded and rise up in a bitter protest that will do the offending markets far more harm than could result from their requiring buyers to accept or reject within 24 hours the inspection given day of arrival. The grain trade cannot afford to tolerate rules, methods or practices which promote misunderstandings or permit unfair dealings. If the buyers diverting grain to any market are so influential as to prevent the grading of grain until it arrives at elevator, then that market is the one shippers should refuse to bill to until the practice is changed.

Embargoes caused by lack of ocean vessel room last year resulted in much grain being detained in cars long after its arrival in the terminal. The splendid condition in which last year's small grain was harvested prevented heavy losses and numerous disputes, but last year's small grain was as much above the average in condition as this year's promises to be below it, so that shippers who accept bids for routing to any market where grain is

inspected only upon unloading, must expect to be discounted heavily and frequently, as damp grain will not keep long in closed box cars. Inspection authorities of any market permitting the grading of receipts to be delayed until car is unloaded, owe it to the shippers and the reputation of the market to give notice to the trade that such is the practice, so that shippers accepting bids for delivery to those markets will do so with their eyes open.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 47575 passed thru Risk, Ill., Aug. 2, southbound, leaking white corn at draw bar at south end of car. No time to repair as train was just pulling out; car was leaking badly. Stotler Bros., Strawn, Ill.

P. R. R. 51820 eastbound, left Milford Center, O., at noon, July 30, leaking wheat. Car was loaded at our Woodstock plant, west of here. Train pulled out before we could repair car.—H. P. Clouse, sec'y-treas. Ohio Grain Elevtr. Co.

C. M. & St. P. 67568 passed thru Boyden, Ia., eastbound, July 24, leaking wheat at door post.—W. R. Smith, mgr. A. H. Betts.

V. V. 155 passed thru Strawn, Ill., northbound, July 24, leaking wheat at both ends. Would have fixed, but car was moving.—Emil Keller, mgr. Farmers Elevtr. Co.

C. M. & St. P. 86382 passed thru Boyden, Ia., July 23, leaking oats at door post.—Agt. A. H. Betts.

A. T. & S. F. 40323 passed thru Heman, Ill., July 23, southbound, leaking corn at doorpost.—W. W. Wilson, mgr. Heman Elevtr. Co.

Big Four 47259 passed thru Dawson, O., July 22, leaking wheat at door.—H. I. Staley.

C. H. & D. 46371 arrived at Scotland, Ill., July 16, leaking white corn badly at doorpost. Repaired by train men and leak apparently stopped. Must have lost considerable corn before arriving here.—Raven Elevtr. Co.

200114 was sidetracked at Towner, N. D., July 15, leaking wheat badly at side over truck.—John W. Ehston.

C. R. I. & P. 33125 passed thru Nevada, Ia., July 10, leaking wheat at both ends.—F. G. Booher, mgr. Farmers Grain Co.

N. & W. 60441 passed thru Nevada, Ia., July 10, leaking wheat at door.—F. G. Booher, mgr. Farmers Grain Co.

A. T. & S. F. 25227 passed thru Callao, Mo., July 5, via C. B. & Q., leaking kafir corn at drawbar. Car was set out for repair but I saw car pull out and it was leaking as it left but not as badly.—Everett Buster.

C. R. I. & P. 38322 passed thru Davenport, Ia., July 8 loaded with wheat which had every appearance of having been in a wreck, the wheat undoubtedly having been transferred to above car.—S.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Kansas Inspection Faulty.

Dear Journal Editor: At the last session of the Kansas Legislature a compulsory grain inspection bill was passed at the instigation of the chief grain inspector and we were led to believe that the service rendered in the future would be more satisfactory than that rendered by the Board of Trade department. That this statement was not correct is shown by an experience we had recently with the state inspection department.

The deputy inspector of the Kansas inspection department at Wichita graded two cars as testing 56½ and 57 lbs., and containing live weevil. These cars had been shipped on a contract May 28 for 10 days' shipment, at \$1.30 Coldwater, but the buyers notified us thru the U. S. mail that the contents of two cars had failed to grade and for this reason they would cancel contract. The mail advice was received so late there was not time to load other grain to apply on contract. From the time the three cars were sold until they arrived at Wichita there was a drop in the market of 30 cents per bu.

Being unable to reach any understanding with the buyers we ordered the two cars on to Kansas City where they were inspected by another deputy of the Kansas inspection department, grading No. 3 57 test, and No. 4 56½ lbs. test. On account of the buyer's refusal to apply these cars on contract at the market difference on the day of arrival I am the loser of \$595.87.

Can anyone explain what became of the live weevil found in these cars by the deputy inspector at Wichita? Is it possible that this insect has a hidden instinct and knows when there is a climb or advance in the market? May it not have been possible that this obliging insect at Wichita passed out all of the live weevil in the car or failed to close the door while the cars were on side

track in Wichita, giving them an opportunity to escape? We contend that if the weevil was found in these cars in Wichita, there must have been apparent some evidence of such when the cars arrived in Kansas City.

The buyers confirmed this purchase, export scale to govern, which scale provides that off grades at New Orleans and Galveston shall apply on contract at 3c off for No. 3 56 lbs.; and at 2c off for 57 lbs.; No. 4 4c off for 55 lbs. or better; rejected wheat, 7c off for 58 lbs., and 1c additional off for each pound below 58 lbs., if merchantable.

I contend that the buyers should have applied the contents of these two cars on contract at export scale at the difference on the day of inspection at Wichita. Am I not right? I would like to hear from others who have had a similar experience.—P. A. Johnston, Coldwater, Kan.

Compulsory Arbitration is Necessary.

Grain Dealers Journal: There is no question but what compulsory arbitration within the trade should rule; but it is very questionable whether arbitration should be governed by introducing a rule making the Grain Dealers National Ass'n the final arbitrator in all arbitration cases, subject to appeal.

Boards of Trade and Chambers of Commerce must to a certain extent arbitrate cases between their members, and such arbitration on final appeal must be and should be final, for the reason that the members themselves and the arbitration and appeal boards of each Exchange, are supposed to be, and are more familiar with the rules of their particular exchange than an outside body could be, and it would accomplish no good purpose to have a board of appeals consisting of men who are not familiar with the rules of all the Boards of Trade and Chambers of Commerce.

I believe, however, that where members of different Boards of Trade have matters of difference, that it might be a good thing to have a final Court of Appeals within the National Ass'n.—C. A. Magnuson, Minneapolis, Minn.

New Peoria Weight Certificate.

Grain Dealers Journal: The Peoria Board of Trade has adopted the new form of weight certificate shown in the engraving. The advantages of the new

form are that it makes it necessary to write in only one date, one car number and initial and one signature. The light face of the car drawing shows the marks indicating the leaks more plainly.

The new form was adopted for convenience in duplicating and checking.—Clay Johnson, chief supervisor, weighing and scale department, Peoria Board of Trade, Peoria, Ill.

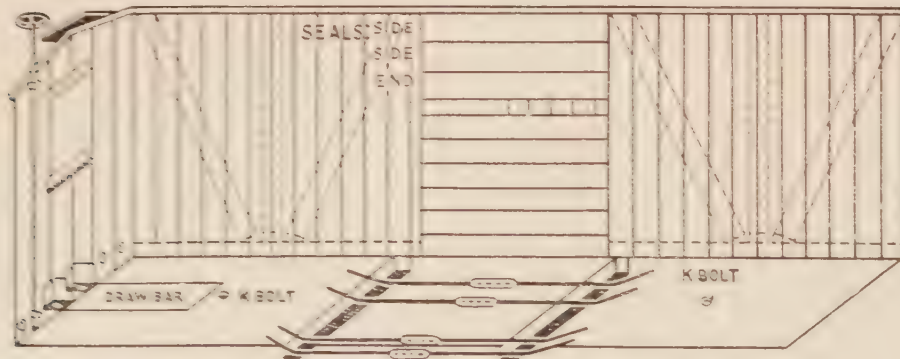
Chicago Conference on Oats Seizures.

The recent seizure by the U. S. Department of Agriculture of two cars of sulfured oats owned by Callahan & Sons of Louisville on the allegation that they were adulterated aroused so great an interest in the trade that a meeting to consider the action to be taken was largely attended on two days of last week at Chicago.

At the conference Louisville was represented by Messrs. Callahan, Brandeis, Hartwell, Zorn and Williams; Minneapolis by Messrs. McCord, Ewe and Van Dusen. Cairo, Cleveland, Henderson, Ky., Albany, N. Y., Evansville, Ind., and Indianapolis also were represented. Among those present were A. E. Reynolds of Crawfordville, Ind., W. T. Brooking of St. Louis, Henry L. Goemann of Mansfield, O., E. P. Peck of Omaha, and Paul Kuhn of Terre Haute. Including Chicago dealers about 60 attended the conference.

Two carloads of oats in question had been bleached with sulfur by Callahan & Sons and in doing so no more water was added than necessary to make the sulfurous acid gases act on the surfaces of the oat. The government, however, testing the grain for moisture, found their content to be large and its experts jumped at the conclusion that this moisture had been added as an adulteration or make weight. Evidently their action failed to consider that this year's oats crop contains a high percentage of moisture on account of the rains. Oats sampled a year ago by the government at Louisville contained 9 per cent of moisture, but the Illinois oats that year were naturally almost oven dry and are not a fair basis of comparison with this year, when the oats contain naturally 12 to 13 per cent of moisture. The inference by the government officials that 4 per cent of water have been added to the oats is entirely unwarranted by the facts.

At the conference it was decided to leave the handling of the matter with a



This Car was weighed under the supervision of

Deputy Supervisor _____

of the Weight Bureau, Peoria Board of Trade.

CLAY JOHNSON, CHIEF SUPERVISOR.

BOARD OF TRADE WEIGHMASTER
UNLOADED AT _____

CORNING DISTILLING CO.

New Peoria Weight Certificate.

No Leaks Detected . . .	<input type="checkbox"/>
Leaking at—	
Bottom of Grain Door	<input type="checkbox"/>
End of " "	<input type="checkbox"/>
Over " "	<input type="checkbox"/>
Through " "	<input type="checkbox"/>
Bulged " "	<input type="checkbox"/>
Shifted " "	<input type="checkbox"/>
End Window . . .	<input type="checkbox"/>
Side of Car . . .	<input type="checkbox"/>
End of Car . . .	<input type="checkbox"/>
Door Post . . .	<input type="checkbox"/>
End Post . . .	<input type="checkbox"/>
King Bolt . . .	<input type="checkbox"/>
Draw Bar . . .	<input type="checkbox"/>
Bottom of Car . . .	<input type="checkbox"/>

com'te composed of J. C. F. Merrill, sec'y of the Chicago Board of Trade, and the legislative com'te of the Grain Dealers National Ass'n. The sending of a delegation to Washington was strongly urged, but it is believed this will not be necessary.

The com'te so appointed by the Middle West Oats Dealers on Aug. 9 advised the trade that it is giving due attention to the subject of the meeting, and made the following observations and suggestions:

Old crop oats are, or very soon will be, out of commerce. The new crop quite uniformly thruout the surplus crop section is wet to very wet. This is a condition diametrically opposite to that of one year ago.

The Buro of Chemistry inspectors will therefore have a radically changed basis from which to operate. In finding their bearings they are sure to find natural oats carrying an increased moisture content. Much of the crop contains a per cent dangerous to transport and must be artificially dried.

The bleached oats are likely to be drier than much of the untreated oats will be. Therefore, the inspectors will be unable to charge, or to prove such charge, if made, that there is added moisture. This should operate to curtail the activity of the Buro.

However, it will be safer to accurately describe the oats. It is suggested, therefore, that the following notification be printed, or rubber stamped, on all shipping directions to carriers.

"OATS. Sulphur dioxide bleached; moisture content natural and added, if any, does not exceed per cent."

and see that it is on the lading, also place it on your invoice.

If a perceptible mixture of foreign grain is present with the oats, the billing should clearly state the fact.

Weed seeds in barley should not be described as barley. Accurately describe all mixtures. A careful compliance with the law will keep you safe.

The wheat millers were troubled in like manner about bran because it contained occasional black specks when milling uncleaned wheat, and to save conflict with the Government now almost uniformly bill it as bran and screenings mixed, not milling differently, however, than formerly. The trade pays no attention to this notation. It does not affect the price.

Your com'te believes the oats dealers, when understanding the premises, likewise will make no objection.

THE GRAIN DEALERS' JOURNAL is always welcome at our office.—F. E. Davis, mgr., Mahomet Grain Co., Mahomet, Ill.

BEER sold in the United States during May, as reported by the government, amounted to 4,924,388 barrels, against 5,933,279 in May, 1914, a shrinkage of 1,008,891 barrels, indicating a smaller consumption of malt and barley. The consumption of beer was at high point in July, 1913, at 7,551,395 barrels.

SPAIN'S WHEAT CROP for 1915 will amount to 3,923,382 metric tons, an increase of 842,093 tons over the 1914 production. The average price during June, 1915, was \$66 per short ton, or about \$2 per bushel. It is estimated that the country will be able to export over 12,000,000 bus. during 1915-16, and the transport tax, which was recently suspended, together with import duties, has been restored.—

The Crop Pessimist.
A gloomy outlook he depicts
As signs he doth examine;
Since crops are lavish, he predicts
A freight car famine.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Judgment Against Railroad for Delivery Without B/L.

Grain Dealers Journal: We notice in the Journal under the head of "Supreme Court Decisions" a case of L. S. & M. S. Ry. Co. v. W. H. McIntyre Co. and have a similar case. How can we get the brief printed in this case and what is the address of the McIntyre Co.? Any information will be greatly appreciated.—Elm City Lumber Co., New Bern, N. C.

Ans.: The W. H. McIntyre Co. is a manufacturer of automobiles at Auburn, Ind., and shipped an autotruck to Valparaiso, Ind., where the agent of the Lake Shore road permitted the party designated as the notify party to unload the truck from the car without surrender of B/L, which was shipper's order and attached to draft, unpaid.

Plaintiff got judgment for the full amount in the circuit court of Steuben County, and this was affirmed May 28, 1915, by the Appellate Court of Indiana. Your lawyer will have on file in his office a copy of this decision in full in 108 Northeastern Reporter, page 978.

Can Railroad Control Routing?

Grain Dealers Journal: We made a sale of corn to Detroit for quick shipment and loaded the corn at our elevator at Otterbein, Ind., on the Lake Erie & Western, but the railroad agent refused to accept our billing to Detroit via G. T., on the ground that we had not ordered Grank Trunk cars. He would issue billing only to points on the New York Central system.

This does not look good to us and we would like to know if a railroad can refuse to bill cars after they are loaded when a certain billing is requested, for which it alleges foreign cars should have been ordered.—W. F. Starz & Co., Fowler, Ind.

Ans.: The rulings of the Interstate Commerce Commission are that "It is the duty of the initial carrier to furnish equipment for a shipment which moves on to other lines, and in cases where that is impracticable or deemed unwise the carrier is presumed to bear the burden of the transfer from the equipment of one line to that of another." This in the case of M. & I. Coal Co. v. I. C. R. R. Co., 22 I. C. C. 39.

A shipper has the right to designate the route by which his goods shall be carried by the different railroads over which they are destined to pass.—Thompson v. M. K. & T. Ry. Co., Supreme Court of Texas, 125 S. W. 257.

If notified at the time car was ordered that the billing would be to Detroit via G. T., the railroad company is bound to haul the car as ordered even tho the car furnished be its own.

To refuse to bill cars to Detroit via G. T., when duly notified would be a denial of transportation for which the railroad company is liable.

Railroads may restrict the movement of cars by requiring transfer; but can not refuse to supply cars for shipments from points on its own to points on connecting lines.

Can Not Hold Railroad to Quoted Rate.

Grain Dealers Journal: Can the shipper hold the railroad company for rates given by its agent on hay, grain, potatoes and peas?—J. N. Bassett, Lena, Wis.

Ans.: No, the courts and the Interstate Commerce Commission have held that the only legal rate is the rate printed in the tariff schedules, and that the shipper is bound by such tariff rate, irrespective of any rate quoted by any railroad official.

Where to Get Copy of Patent?

Grain Dealers Journal: In "Patents Granted" column of July 10 number we note a patent granted to Max Schuster of Vienna, Austria, on a malt turning machine. Where can we get a full description of this machine?—Piqua Malt Co., Piqua, O.

Ans.: A copy of this patent can be obtained by addressing Commissioner of Patents, Washington, D. C., inclosing 5 cents and requesting specifications and drawings of letters patent No. 1,143,918, issued to Max Schuster.

Redress for Hay Deteriorating in Transit?

Grain Dealers Journal: Some time ago we billed from Milwaukee to Indianapolis via the Big Four R. R. a car of hay loaded at a nearby Wisconsin station, showing perfect condition and good quality at Milwaukee, paying draft and accepting shipment here as being sound merchantable hay.

The hay arrived at Indianapolis in a Big Four car, having been transferred in transit, grading No. 2 and sold satisfactorily. Our consignees at Indianapolis ordered car to outside point on the Big Four, taking additional freight. The buyers of hay when unloading discovered the ends of the car caked and damaged, refusing the shipment. Car was subsequently brought back to Indianapolis again, under local freight charges, and about 1/2 of the car selling as damaged hay grading no grade.

The attention of the Big Four claim Dept. was called to the situation and the shipment was inspected by their local inspector upon the return of the car to Indianapolis. The net proceeds of the car within a few cents paid the total charges of the Big Four freight bill.

They have promptly refused our claim for damage and loss, setting forth the contention that the hay was undoubtedly damaged before originally loaded, and claiming they are not responsible.

What redress have we?—Milwaukee Hay Co., Milwaukee, Wis.

Ans.: The hay having been in good condition at Milwaukee and again at Indianapolis, it must have been exposed to rain when transferred or in transit, thru negligence or the car being leaky at roof or ends. This is the more likely, as the weather has been persistently wet.

If the persons who inspected the hay when or after it was loaded can testify that it was dry and sound enough to carry to destination safely in a dry car, the carrier is liable, and can only escape paying for the damage by a showing that the loss was caused by a so-called "act of God."

Shipper should renew his claim, fortifying it with duplicate copies of inspection certificates and affidavits of condition when loaded.

Coming Conventions.

Sept. 4-6.—Indiana Grain Dealers' and Millers' Outing at Lake Maxinkuckee.

Oct. 11-13.—Grain Dealers National Ass'n at Peoria, Ill.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Osage, Sask., Aug. 6.—Crops excellent.—J. E. Harrington, agt. Saskatchewan Elvtr. Co.

IDAHO.

Pocatello, Ida., July 24.—Turkey red winter wheat 100% of a crop; dry farm white spring wheat will only make 25% thru southern part of state; many sections will not yield over 10%; due in some places to dry weather, in others to frost.—I. S. Lamberg, mgr. Pocatello Mfg. & Elvtr. Co.

ILLINOIS.

Eureka, Ill., July 28.—Corn good; tasselings now and only 10 days late.—P. A. Telter.

Secor, Ill., July 28.—Oats fine; corn 2 weeks late; have much small corn.—W. Greiner, mgr. Secor Elvtr. Co.

Cruger (Eureka p. o.), Ill., July 28.—Oats will average 55 bus. Corn fine but late.—B. J. Kaufman, mgr. Cruger Farmers Ass'n.

Media, Ill., Aug. 5.—Prospect for good corn crop; largest yield of wheat in several years; quality will be poor; growing in shock. Oats badly damaged.—E. G. Lewis.

McLeansboro, Ill., Aug. 7.—Wheat acreage and yield above normal; quality fine; corn in upper lands doing well but drowned out in low lands; possibly $\frac{3}{4}$ normal yield.—McLeansboro Implement Co.

Manito, Ill., Aug. 3.—Wheat very damp; poor condition; yield a little better than 30 bus. Oats in bad shape. Corn on lowland very good; only fair on high land.—A. R. Harbaugh, Smith-Hippen & Co.

Champaign, Ill., Aug. 9.—Oats and wheat gave promise of bumper crops but results are remarkably unsatisfactory. Will have huge oats crop but wheat will be nil.—E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n.

Champaign, Ill., July 27.—Estimated yield of wheat in 2 3ds of state north of the C. C. & St. L., 25.5 bus., compared with 18.5 bus. a year ago and an estimated yield of 22.5 bus. a month ago; a third of the 312 reports received place the yield as greater than expected, one-third say less and the rest agree it is as expected. Half report the quality fine, and the rest report bleaching, sprouting, moisture and toughness; a few mention fly and smut. Estimated yield of oats for same territory 41.81 bus.; general good quality; some damage on account of excessive rains. Corn reported in splendid condition, being 94.71%, compared with normal, and 102% compared with last year.—E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n.

INDIANA.

Jamestown, Ind., July 28.—Oats good crop.—Stafford Grain Co.

Adams, Ind., Aug. 2.—Corn fine; wheat yielding 25 bus.; testing 58 to 61 $\frac{1}{2}$ pounds.—Albert Bowling.

La Porte, Ind., Aug. 6.—Very little No. 2 wheat on account of weather; farmers will stack as soon as weather permits. Corn doing well; needs warm weather and sunshine to make average crop.—J. S. Calkins.

Bloomington, Ind., July 27.—Wheat grading poor; averaging No. 3; running about 16 bus. per acre; looks well enuf but too damp and tough; recent rains causing much sprouting.—Bloomington Mill Co.

Wingate, Ind., Aug. 7.—Increased acreage of wheat sown last fall; yield will be greatly reduced by ravages of fly; heavy rains have damaged quality and a great deal of it will be unfit for milling; no effort made here to grow wheat for seed other than for local trade.—John E. Wilson.

Greensburg, Ind., Aug. 2.—Wheat testing 57 lbs.; yielding 27 bus. and mostly grading No. 3, account of too much moisture and scab. Scab was probably caused by too much rain when wheat was in bloom.—L. M. Blackmore.

Markle, Ind., Aug. 3.—Wheat yield 33 to 41 bus.; quality better than expected. Had finest prospect of oats before they were ripe, but lots of it is down and the clover growing thru it will rot it. Grain dealers should be especially careful in grading.—J. F. Pliee.

IOWA.

Watkins, Ia., Aug. 7.—Oats badly colored.—Watkins Grain Co.

West Liberty, Ia., Aug. 5.—Must have better weather or farmers will lose much grain.—W. C. Addleman.

Sioux City, Ia., Aug. 7.—New winter wheat yielding 25 to 40 bus.; mostly No. 3 hard.—Fields & Slaughter Co.

Stanwood, Ia., Aug. 2.—Small grain fine; corn will make fair crop.—King-Wilder Grain Co., J. P. Christianson, agt.

Ossian, Ia., Aug. 5.—Grain crops fine. Corn backward; 2 or 3 weeks late; yield will probably be about $\frac{1}{2}$ last year's.—I. H. Graff, agt. Gilchrist & Co.

Hancock, Ia., Aug. 2.—Uncertain as to what wheat will yield on account wet weather; well filled out but growing in shock. Corn 3 weeks late.—B. M. Halliday, agt. Wright & McWhinney.

Kent, Ia., Aug. 5.—Small grain badly damaged in last month; many fields will be total loss; too much rain. Farmers making every effort to save wheat and oats, but quality will be inferior.—G.

Des Moines, Ia., Aug. 2.—Showers were accompanied by high winds, which, together with the heavy rain, lodged some timothy and grain; in a few instances flattened corn. As a whole, week was unfavorable except for corn, which made fairly good progress, but crop is still backward and general condition is much below normal. On Aug. 1 average condition was 74%, or 23% less than Aug. of last year. Much uncut grain still remains, some of which has been ripe 2 to 3 weeks; continued wet weather has further damaged grain in shock and kept fields too soft to permit binders to work. A large acreage of wheat and oats will be abandoned.

KANSAS.

Hays, Kan., July 28.—Wheat will be mostly off grade.—D. P. Lorenz.

Lyons, Kan., July 24.—Crops still very late.—M. B. McNair, sec'y Lyons Mfg. Co.

Burden, Kan., July 24.—Hail completely destroyed wheat, corn and oats.—F. A. James.

Lebanon, Kan., Aug. 5.—Corn crop looks promising.—C. W. Iscom, sec'y Lebanon Mill & Elvtr. Co.

Grinnell, Kan., July 28.—Wheat good, will average 18 to 20 bus.; quality will be good.—E. E. Blousher.

Sylvan Grove, Kan., July 27.—Wheat averaging 18 to 20 bus.; testing 58 lbs., bleached.—Harry Latta.

Culver, Kan., July 26.—First car of new wheat tested 54 $\frac{1}{2}$ lbs.; look for considerable poor wheat.—John Hughes.

Gardner, Kan., Aug. 9.—Wheat will not average 7 bus. Will not raise enuf corn to supply home demand. Oats yielding 37 bus.; fair quality.—Ward & Motrey.

Wilson, Kan., July 27.—Wheat yield satisfactory; one field made 27 bus. testing; a little damp at present, but will be alright in a few days with bright weather.—B. F. Snider.

Wetmore, Kan., July 28.—Winter wheat acreage 75% of last year's; condition 50%, quality exceptionally poor. Oats acreage 125%; condition very poor; not well filled. Corn acreage 75%; condition good, in fact best in 5 years.—L. M. Pratt.

Simpson, Kan., July 28.—Much wheat already cut sprouting and badly damaged by wet weather; a few trying to stack between showers; fields too muddy to get into.—R. S. Reed, mgr. Simpson Grain Co.

Beloit, Kan., July 27.—Will be little No. 2 wheat in Mitchell county.—Jno. Tumble.

Topeka, Kan., Aug. 1.—Estimated yield of wheat for the state now 126,700,000 bus., 18,000,000 bus. less than the estimate for June, when it was placed at 126,700,000 bus.; rain and hail have cut down the yield, many fields being too wet to harvest; many more too weedy to cut. Much wheat lodged, down, twisted, broken; waste will be heavy. Quality good in 15 western counties, poor in 5 eastern counties and medium in 75 other counties reporting. Acreage sown to winter wheat last fall 4,449,814, an increase of 4% over fall of 1911, and largest acreage ever sown in the state; estimated loss 14.7%, leaving 3,804,191 acres to harvest; prospective average yield 14.86 bus. Corn acreage 4,916,000 acres; a decrease of 14.17% in acreage planted in 1914; average condition of growing crop 74.5%, compared with 86% in 1913; condition of soil good, western fields reported clean; eastern weedy, ground too wet to cultivate. Oats acreage 1,410,440 acres; prospective yield 27.8 bus.; estimated total yield 39,000,000 bus.—J. C. Mohler, sec'y State Board of Agriculture.

MICHIGAN.

Flint, Mich., July 27.—New wheat graded 57%; good quality.—C. L.

Bronson, Mich., July 27.—Wheat turning out best in years; yields as high as 47 bus., fair acreage of both wheat and rye.—Wm. M. Monroe & Son.

MINNESOTA.

Odessa, Minn., Aug. 2.—Crops looking fine.—Farmers Elvtr. Co.

Fosston, Minn., Aug. 4.—Grain looks fine; will have bumper crop.—O. A. Thompson, mgr. Farmers Elvtr. Co.

Beardsley, Minn., Aug. 5.—Nice crops. Barley down some, but it is not bad. Corn doubtful; too much rain.—C. E. Barnes, mgr. Barnes Bros.

Elmore, Minn., Aug. 1.—Wheat and corn crops looking fine. Corn is a little backward, but will make good crop.—Elmore Farmers Ass'n.

Hutchinson, Minn., Aug. 4.—Biggest crop of all kinds of grain this country ever raised with the exception of rye which is only $\frac{1}{2}$ crop. Corn 3 weeks late.—C. D. Hall, mgr. Farmers Cooperative Ass'n.

Minneapolis, Minn., Aug. 4.—Oats and barley heading to some extent but not to an unusual degree. A South Dakota agent writes, "Have lived in Faulk County 22 years and never have seen crops look as well as they do today." North Dakota prospects promising; crops excellent; seed. Corn continues to make good progress; still a little backward. Conditions generally favorable.—C. D. Hall, mgr. Farmers Cooperative Ass'n.

MISSOURI.

St. Louis, Mo., Aug. 2.—Wheat and oats good crop, plenty of moisture.—G. J. Wiley.

Creighton, Mo., Aug. 3.—Wheat yielding 5 to 10 bus. Corn very good, will raise enuf for home use.—F. H. Kueck & Son, proprs. Creighton Mill & Elvtr. Co.

St. Joseph, Mo., Aug. 2.—Corn average 10 bus. Oats average 15 bus. Wheat average 18 bus. Quality good.—St. Joseph Elvtr. Co.

Warrensburg, Mo., Aug. 2.—Wheat average 10 bus. Oats average 15 bus. Corn average 18 bus. Quality good.—Warrensburg Elvtr. Co.

St. Louis, Mo., Aug. 2.—Wheat average 10 bus. Oats average 15 bus. Corn average 18 bus. Quality good.—St. Louis Elvtr. Co.

Columbia, Mo., Aug. 1.—Little or no complaint of insect pests; in southeastern part of state conditions are the best in years the crops need a little rain. In the northwestern part of the state excessive rains have practically ruined the small grain crops; estimated yield based on wheat threshed to date 12.6 bus. per acre, compared with an estimated yield of 13.2 bus. a month ago and 17.1 bus. a year ago; quality generally poor; some will be fed; considerable complaint of sprouting in shock; yield of fertilized wheat better than average; practically no plowing done for fall wheat. Corn condition 73.6%, compared with 76% a month ago and 68% a year ago. Many fields in northwestern counties have never been plowed on account of excessive rains; many bottom fields replanted, but probably lost; upland fields generally good; crop on a whole uneven; prospect better than a year ago. Estimated oat yield 29 bus. per acre, compared with 22 bus. in 1914; many fields will be used for pasture as grain is down on account of rain.—Sec'y State Board of Agriculture.

MONTANA.

Antelope, Mont., Aug. 5.—Crops best for several years.—Hoven Grain Co.

NEBRASKA.

Hildreth, Neb., Aug. 7.—Wheat testing from 48 to 54 lbs.—O. Florell, mgr. Johnson Grain Co.

Upland, Neb., Aug. 7.—Corn outlook good.—Thos. C. Lorenzen, agt. Peoples Grain, Coal & L. S. Co.

Howells, Neb., Aug. 6.—Crops looking good; corn very good.—James A. Drachota, mgr. Farmers Lbr. & Coal Co.

Sidney, Neb., Aug. 3.—Wheat crop in this county 40% larger than ever before.—L. H. Hazle, agt. Trans-Mississippi Grain Co.

Hildreth, Neb., July 27.—First new wheat fair grade; tested 57; was hauled some; made 10 bus. in one field and 6 bu. in another.—Oscar Florell, mgr. Johnson Grain Co.

Tecumseh, Neb., Aug. 3.—Hail destroyed a large amount of wheat and heavy rains caused great damage to the balance. Oats also damaged. Corn fair but very late.—W. S. Bouton.

Carroll, Neb., July 30.—Oats standing wet weather fairly well; many reports of red rust but none of black rust; going down but only in rich low ground. Corn looking fine but a little late.—A. F. Simmons, asst. mgr. Farmers' Union Ass'n.

Concord, Neb., Aug. 2.—Current reports state that a field of oats, estimated at 50 bus. per acre, was completely destroyed by army worms; 40 acres were laid waste in a night and a day. First appearance heard of around here.—T. Hagen, agt. Benson Grain Co.

Fordyce, Neb., July 30.—Small grain lodging on account of heavy rains; loss 10 to 15% where it was uncovered, but best crop in 20 years. Winter wheat yielding 25 to 40 bus.; barley exceptionally good. Oats ripened slowly; yield 40 to 70 bus.; slight damage from smut. Corn backward but catching up; fields planted 4 times and other cut down by sand storms are above horses heads.—I. G. Covey, mgr. McCaull-Webster Elvtr. Co.

NEW JERSEY.

Hopewell, N. J., Aug. 3.—Oats practically ruined by continued wet weather; some wheat yet in shock but growing.—J. H. Moore.

NORTH DAKOTA.

Minot, N. D., Aug. 8.—Prospects for biggest crops we ever had.—Farmers Grain Ass'n.

Holliday, N. D., Aug. 5.—Crop prospects good so far.—C. H. Braaten, agt. Powers Elvtr. Co.

Erie, N. D., Aug. 2.—Prospects good for fine crop.—C. W. Clark, mgr. Farmers Elvtr. Co.

Dazey, N. D., Aug. 7.—Prospects for big yield; some rye and barley in shock; wheat turning.—O. H. Hoveland, mgr. Farmers Elvtr. Co.

Tuttle, N. D., Aug. 1.—Crops best ever seen here; late on account of wet weather.—Gus. J. Lybeck.

Columbus, N. D., Aug. 2.—Crops excellent here now; bumper yield expected.—H. C. Johnson, agt. Northland Elvtr. Co.

Gladstone, N. D., Aug. 5.—Record crop of grain now growing; rust showing in some fields; too much rain. Corn practically a total failure.—Geo. W. Lee.

Mooreton, N. D., Aug. 5.—Rye good crop; rank growth of straw on oats and barley; some of it lodging.—E. E. Bailey, mgr. Farmers Elvtr. Co.

Conway, N. D., July 24.—Crops look good at present; winter rye only exception; was damaged by June and July frosts.—Wences & Hondek, agt., Lybeck Grain Co.

Lisbon, N. D., July 24.—Small grain filling fine; Ransom county expects to have bumper wheat crop. Corn backward but doing well; will probably make average crop.—F. A. Tramm, agt. Gt. Western Grain Co.

OHIO.

Maplewood, O., Aug. 7.—Oats promise good yield. Much corn in lowlands badly damaged by water.—O. W. Cook.

Van Wert, O., Aug. 6.—Corn in good way to make average crop; oats in shock not badly damaged.—Pierce Grain & Hay Co.

Wauseon, O., Aug. 9.—Many oats lodged. Corn making good growth. Yield of wheat good: 50 bus. per acre; lowest report 18 bus.—E. F. Hanson Co.

OKLAHOMA.

Fletcher, Okla., July 27.—Prospects for a good corn crop.—B. C. Hallum.

Lawton, Okla., July 23.—Grain grading above average.—Lawton Grain Co.

Cleora, Okla., Aug. 3.—Wheat and oats light crop; good showers for last few days fine for late corn.—E. M. Worl.

Chelsea, Okla., Aug. 6.—Grain business quiet; heavy rains cut yield 75%; grain left inferior quality.—C. S. Jefferies, mgr. Chelsea Mill & Elvtr. Co.

Newkirk, Okla., Aug. 9.—Wheat yielding 6 to 25 bus.; testing 50 to 58 lbs. Oats yielding 13 to 30 bus.; very light; badly bleached. Corn prospects good but small acreage.—Catheart & Cottrell Grain Co.

Muskogee, Okla., Aug. 7.—General conditions very good. Never was better corn. Wheat and oats not so bad as at first reported. Oats damage is most stain on outside shuck and usually berry is sound but shows dark on account of shuck being stained. Corn will help to overcome losses in wheat and oats. In spite of all handicaps we are holding our own and that is fine in these times.—Muskogee Grain Co.

SOUTH DAKOTA.

Scotland, S. D., Aug. 2.—Corn about 3 weeks late.—C. J. Dickson.

Rudolph (Aberdeen p. o.), S. D., Aug. 5.—All rains give indications of large yields.—H. A. Oestreich, agt. Atlas Elvtr. Co.

Wakonda, S. D., Aug. 6.—Oats heavy; some loss from wet ground. Corn 3 weeks late; some drowned out.—A. J. Macy, mgr. Farmers Elvtr. Co.

Raymond, S. D., Aug. 7.—Barley is badly colored; other grain in first class condition; weather favorable.—H. S. Thorp, agt. G. W. B. Van Dusen & Co.

Crandon, S. D., July 20.—Outlook for largest crop ever raised here good. Corn catching up very good; rust in some fields but so far no harm done.—G. G. Stahl, mgr. Crandon Farmers Elvtr. Co.

Dell Rapids, S. D., July 31.—Crops looking fine excepting corn which is 10 to 15 days late. Oats and barley big yield. Wheat acreage small and what we have is good.—W. M. Lukens, mgr. Farmers Grain Co.

WASHINGTON.

Pullman, Wash., July 30.—Wheat acreage increased 15% over last year; oats acreage same and barley decreased 10%. Oats a little short. Wheat and barley extra good, possibly best ever grown here.—W. M. Chambers.

Government Crop Report.

Washington, Aug. 9.—The Crop Reporting Board of the Bureau of Statistics, Washington, D. C., makes the following estimates from reports of its agents and correspondents of the acreage of grain on Aug. 1:

State—	SPRING WHEAT.	
	1915 Thousand Bus.	1914 Thousand Bus.
Minnesota	69,300	45,100
N. Dakota	116,300	88,500
S. Dakota	54,000	36,600
Washington	18,800	22,500
U. S.	308,000	236,000

State—	CORN.	
	1915 Thousand Bus.	1914 Thousand Bus.
Pennsylvania	63,000	61,200
Virginia	57,100	46,500
N. Carolina	56,400	51,800
Georgia	64,900	55,500
Ohio	150,200	137,600
Indiana	195,400	149,200
Illinois	381,600	289,200
Michigan	53,700	60,400
Wisconsin	52,100	66,500
Minnesota	60,000	90,600
Iowa	320,400	396,300
Missouri	184,000	181,900
S. Dakota	76,300	74,700
Nebraska	171,400	195,700
Kansas	120,700	133,500
Kentucky	113,100	76,900
Tennessee	93,700	69,200
Alabama	70,700	44,600
Mississippi	67,700	50,400
Louisiana	51,400	36,300
Texas	168,900	115,200
Oklahoma	106,400	50,300
Arkansas	59,100	36,200
U. S.	2,918,000	2,634,000

State—	OATS.	
	1915 Thousand Bus.	1914 Thousand Bus.
New York	49,300	39,400
Pennsylvania	42,600	32,100
Ohio	66,200	51,300
Indiana	61,500	40,200
Illinois	169,800	125,800
Michigan	58,100	52,400
Wisconsin	93,100	78,000
Minnesota	119,500	92,300
Iowa	178,200	159,400
Missouri	32,500	24,900
N. Dakota	80,100	71,100
S. Dakota	58,400	41,600
Nebraska	67,800	67,100
Kansas	48,000	56,500
U. S.	1,402,000	1,153,000

State—	BARLEY.	
	1915 Thousand Bus.	1914 Thousand Bus.
Wisconsin	2,400	19,800
Minnesota	38,300	33,600
Iowa	10,000	10,400
N. Dakota	35,000	23,200
S. Dakota	22,600	19,400
Kansas	6,500	5,300
Colorado	1,000	.....
Idaho	7,900	7,800
Washington	6,900	7,200
Oregon	4,200	4,300
California	41,600	44,400
U. S.	217,000	203,000

State—	WINTER WHEAT.	
	1915 Thousand Bus.	1914 Thousand Bus.
New York	8,700	8,100
Pennsylvania	22,700	23,878
Maryland	10,200	13,158
Virginia	16,700	10,906
N. Carolina	11,300	7,026
Ohio	40,200	38,665
Indiana	46,700	43,239
Illinois	56,100	48,429
Michigan	18,800	17,580
Iowa	11,400	10,346
Missouri	34,100	43,333
Nebraska	69,300	60,274
Kansas	118,600	162,975
Kentucky	8,600	12,292
Tennessee	8,200	10,635
Texas	21,100	14,066
Oklahoma	38,800	46,835
Montana	16,200	11,063
Idaho	10,400	9,322
Washington	31,200	32,667
Oregon	14,000	13,684
California	7,000	7,466
U. S.	659,300	675,115

Winter Wheat—Preliminary estimates show the acre yield as 16.4 bu. compared last year and 15.6 the five-year

Spring Wheat.—Condition 93.4% of a normal, compared with 93.3 last month, 75.5 the ten-year average. Acre yield 16 bu. compared with 11.8 last year and 13.3 the 1909-13 average.

All Wheat—Indicated acre yield 16.3 bus. compared with 16.6 last year and 14.7, the 1909-13 average.

Corn—Condition 79.5% of a normal, compared with 81.2 last month, 74.8 last year and 80.6, the ten-year average. Indicated acre yield 26.7 bus. compared with 25.8 last year and 25.9, the 1909-13 average.

Oats—Condition 91.6% of normal, compared with 93.9 last month, 79.4 last year and 80.2, the ten-year average. Indicated acre yield 34.9 bus. compared with 29.7 last year and 30.6, the 1909-13 average. Oats remaining on farms Aug. 1 was 55,607,000 bus. compared with 62,467,000 last year and 59,417,000, the 1909-13 average.

Barley—Condition 93.8% of normal, compared with 94.1 last month, 85.3 last year and 81.5 the ten-year average. Indicated acre yield 29.4 bus. compared with 25.8 last year and 24.3 the 1909-13 average.

Rye—Estimated acreage 2,594,000, compared with 2,533,000 last year. Preliminary estimates show acre yield as 17 bus. compared with 16.8 last year and 16.1 the 1909-13 average.

Buckwheat—Estimated acreage 800,000, compared with 796,000 last year. Condition 92.6% of a normal, compared with 88.8 last year and 88.7 the ten-year average. Indicated acre yield 22.1 bus. compared with 21.3 last year and 20.5 the 1909-13 average.

Flax Seed—Condition 91.2% of normal, compared with 88.5 last month, 82.1 last year and 82.09 the ten-year average. Indicated acre yield 9.5 bushels, compared with 8.8 last year and 7.8 the 1909-13 average.

Rice—Condition 90% of normal, compared with 90.5 last month, 87.6 last year and 88.2 the ten-year average. Indicated acre yield 35.2 bus. compared with 34.1 last year and 33.3 the 1909-13 average.

Rye Movement in July

Receipts and shipments of rye at the various markets during July, 1915, compared with July, 1914, were in bus., as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Baltimore	4,772,318	1,321,453	5,028,093	1,100,494
Chicago	144,000	144,000	81,000	53,000
St. Louis	111,380	111,380	33,390	43,700
Omaha	36,435	36,435	1,429	5,173
St. Paul	9,900	9,900	11,000	33,000
Indianapolis	30,000	30,000	970	29,230
Indianapolis	9,000	9,000		
Duluth	127,679	127,679	8,830	159,855
Kansas City	3,300	3,300	6,600	29,700
Lincoln	9,000	9,000	3,000	1,000
St. Paul	4,000	4,000		
St. Louis	14,600	14,600	15	7,280
New York	2,500	2,500	12,000	
	7,000	7,000	2,000	1,000

Exports of Grain Weekly.

	Wheat.		Oats.	
	1915.	1914.	1915.	1914.
July 14 to 15	314,473,000	192,345,000	101,585,000	17,702,000
July 20	1,890,000	5,758,000	2,410,000	672,000
July 27	2,049,000	5,087,000	2,829,000	474,000
Aug. 3	1,548,000	7,711,000	2,681,000	277,000
Aug. 10	8,890,000	8,196,000	1,846,000	345,000

The Grain Trade's Activity.

	1914-15.	1913-14.
AT CROP, U. S. bus.	891,017,000	754,380,000
Receipts, primary markets, July 1, 1914, to Aug. 7, 1915, bus.	467,327,000	379,647,000
Exports, July 1, 1914, to Aug. 7, 1915, bus.	328,409,000	223,959,000
Wheat exports, Jan. 1, 1914, to Aug. 7, 1915, bus.	121,609,000	140,828,000
Visible supply, Aug. 7, 1915, bus.	7,376,000	34,324,000
Visible wheat supply, Aug. 7, 1915, bus.	2,342,000	9,267,000
EXPORTS, July 1, 1914, to Aug. 7, 1915, bus.	16,934,900	13,468,008
CROP, U. S. bus.	1,141,080,000	1,128,768,000
Receipts, primary markets, Aug. 1, 1914, to Aug. 7, 1915, bus.	283,222,000	244,820,000
Exports, July 1, 1914, to Aug. 7, 1915, bus.	111,788,000	20,705,000
Wheat supply, Aug. 7, 1915, bus.	896,000	10,111,000
Wheat supply, Aug. 7, 1915, bus.	2,672,804,000	2,446,988,000
Primary markets, July 1, 1914, to Aug. 7, 1915, bus.	275,619,000	255,536,000
Exports, Jan. 1, 1914, to Aug. 7, 1915, bus.	237,428,000	251,313,000
Wheat supply, Aug. 7, 1915, bus.	12,527,000	2,689,000
Wheat supply, Aug. 7, 1915, bus.	10,983,000	13,150,000
TRADE CLEARINGS July, 1915	\$8,412,815.75	\$10,449,422.25

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Osage, Sask., Aug. 6.—Harvesting will be general the latter part of August.—J. E. Harrington, mgr. Saskatchewan Elvtr. Co.

IDAHO.

Pocatello, Ida., July 24.—New turkey wheat will be on market about Aug. 15.—I. S. Lamberg, mgr. Pocatello Mlg. & Elvtr. Co.

ILLINOIS.

Chesterville, Ill., July 30.—Buying little new corn.—Chas. H. Ruple.

Clayton, Ill., Aug. 2.—Threshing stopped by rains; conditions bad.—F. W. Burgess.

Manito, Ill., Aug. 3.—Little threshing done; too much rain.—A. R. Harbaugh, Smith-Hippen & Co.

Earlville, Ill., July 31.—Farmers will be thru cutting oats by Aug. 7; oats cut early show effects of rain and will grade poor quality. Some corn to be shelled before threshing.—R. A. Strong.

Downs, Ill., Aug. 2.—Weather bad for threshing; have only shipped one car of new wheat and not a bu. of oats. No oats threshed yet; will be heavy movement of oats as soon as weather clears. Considerable corn moved in last 10 days.—F. L. Marcellas.

INDIANA.

Watkins, Ia., Aug. 7.—First 40 acres of oats threshed averaged 43 bus.—Watkins Grain Co.

Jamestown, Ind., July 28.—Threshing greatly delayed by heavy rains; no oats threshed yet.—Stafford Grain Co.

La Porte, Ind., Aug. 6.—No threshing being done; wheat growing in shock. Oats cutting still unfinished.—J. S. Calkins.

Markle Ind., Aug. 3.—Not over ¼ of wheat threshed; some not cut; no threshing since July 27. Farmers holding considerable. Not many oats cut and being so ripe will cause considerable waste; ground too soft to get into fields with binders.—J. F. Plice.

Indianapolis, Ind., July 29.—On 700 mile trip from Indianapolis to Detroit, going by way of Bluffton and Ft. Wayne, and returning via Toledo and Defiance, I found very little threshing being done in Indiana, in fact not over a dozen cases. A few Ohio dealers are threshing in barns, also some threshing in fields around Defiance. Did not see half a dozen loads of wheat on the road.—C. A. McCotter.

IOWA.

Ossian, Ia., Aug. 4.—Grain hard to harvest.—I. H. Graff, agt. Gilchrist & Co.

Armstrong, Ia., Aug. 7.—Harvest about finished; had hard time on account of rain; some grain so badly down it can't be cut.—E. O. Helgason.

Kent, Ia., Aug. 5.—Percentage of wheat and oats that will be harvested in marketable condition will be small.—G.

Panora, Ia. Aug. 6.—Threshing started today; no returns yet. Oats harvesting finished; has been too wet to get into fields before.—J. F. Divilbliss, agt. Neola Elvtr. Co.

Colfax, Ia., Aug. 5.—No threshing yet; weather been bad; wheat growing in shock; will start to thresh first of week if weather is favorable.—R. T. Agar, agt. Denniston & Partridge Co.

Early, Ia., Aug. 2.—Bad weather for harvesting grain every day 10 days; farmers cannot get in to fields. Early oats about all in shock, but at least ¼ of late oats still to be cut.—F. W. Roberts.

KANSAS.

Grinnell, Kan., July 28.—Threshing not started yet.—E. E. Blougher.

Wilson, Kan., July 27.—Farmers selling usual amount of wheat.—B. F. Snider.

Holyrood, Kan., July 24.—Wheat will not move for 2 weeks yet.—Dennis Richter.

Simpson, Kan., July 23.—Practically no threshing being done; too much rain.—R. S. Reed, mgr. Simpson Grain Co.

Sylvan Grove, Kan., July 27.—Threshing just started; will be done this week.—Harry Latto.

Culver, Kan., July 26.—Wheat about 75% cut; loading first car of new wheat today. Wheat in shock being damaged by rain.—John Hughes.

Jetmore, Kan., Aug. 2.—Threshing late on account of wet weather; only 800 bus. of new wheat marketed so far.—C. H. Dunlap, mgr. Farmers Elvtr. Co.

Beloit, Kan., July 27.—Wheat about 60% cut; harvest delayed on account of wet field; will be considerable stacking around here. Farmers inclined to hold wheat.—Jno. Tromble.

Hays, Kan., July 28.—Harvest about 75% over, delayed on account of wet weather. No wheat on market here before Aug. 15. No old wheat moving. No elevator stocks of old wheat in this territory.—D. P. Lorenz.

Lyons, Kan., July 24.—Practically no wheat has moved; not more than a car or two has come in; threshing has begun but prospects for more showings to further delay it are good.—M. B. McNair, sec'y Lyons Mlg. Co.

Wetmore, Kan., July 28.—About 90% of wheat harvested and now in shock; balance will not be cut or resown. No grain of any kind in farmers' hands from last year; no threshing done yet; weather too wet and muggy.—L. M. Pratt.

Topeka, Kan., Aug. 1.—Continuous rains and hail during harvesting; fields too wet to operate reapers and much overripe grain down beyond reach of the sickle; comparatively little threshing done; in northwestern counties a third to a half of wheat yet to be cut.—J. C. Mohler, sec'y State Board of Agriculture.

MICHIGAN.

Flint, Mich., July 27.—First new wheat received today; threshing started July 26.—C. L.

Bronson, Mich., July 27.—Farmers have just commenced to thresh.—Wm. M. Monroe & Son.

MINNESOTA.

Beardsley, Minn., Aug. 5.—Harvest just starting.—C. E. Dittes, mgr. Dittis Bros.

Minneapolis, Minn., Aug. 3.—First car of new rye arrived at this market Aug. 3 from New Ulm. Sold to Washburn-Crosby Co. for \$1 a bu. Rye was in sweat and graded no grade.—M. R.

Minneapolis, Minn., Aug. 4.—Barley and oats harvest delayed on account of heavy rains. Wheat harvesting under way in South Dakota. Barley and oats cutting advanced there. Wheat harvesting in North Dakota will begin about the 15th.—Van Dusen Harrington Co.

[Continued to Page 197.]

Let Us Have Peace!

By TAYLOR.

The opinions held by country elevator men as to what is fair competition seems to differ greatly. I would like the readers of the Journal to go with me on a little trip thru northwestern Ohio. At one station I talked to an elevator man, the proud possessor of one of Ohio's finest 480 acre farms, when he entered the grain business. As his elevator was run down, dilapidated, and everything about his grain office seemed in wild disorder and covered with dust, I ventured to ask what conditions prevailed on his farm. The corners of his mouth immediately fell to the edge of his chin, when he replied: "I have no farm. I did have a fine farm when I bought this old elevator, but I was possessed of the idea that I could and should handle all the grain that came to this station. I had men placed at the street corners to watch for grain coming to town, and ran my legs off trying to corral all of it. My competitors, who had also engaged in the grain business here, asked me to buy grain on a living profit, so that they could get some business and make a living. I laughed at them and kept on paying prices high enough to attract grain from other stations, and every bushel I bought reduced my hold on that farm. Finally I was compelled to sell the farm. The farmers who got all of my money laughed at me, and charged my loss to wild speculation. Not one word of sympathy, not one offer of help from my old neighbors, who had profited by my eagerness to handle their grain."

This is not an isolated case, for at a town not 30 miles away I found another grain dealer who had been a farmer. He sold his farm, or rather traded it and had several thousand dollars in cash left, after paying for the elevator. He has handled one crop. The farmers have all his cash and the bank has a heavy mortgage on his

elevator. These experiences are all the more distressing because they are so frequently encountered thruout the grain surplus states. The average grain man seems unable to curb his desire for a large volume of business. He overlooks the fact that if he does not buy grain at a profit, he cannot long expect to continue in the grain business, but the idea that the other man's cash will give out first, and then he will be left to recoup his losses, spurs him on to continue to pay more for grain than he can get for it.

No man is competent to conduct a country elevator business unless he can sit calmly in his own office and watch load after load of good grain pass to his competitor. Too often he covets the business so eagerly that he advances the price to a point where no profit remains in it for him, and his faint hope that a bulge in the market will let him out even is generally in vain. Such competition or methods of conducting a grain business are not reasonable, fair or sensible. No shipper can expect to realize a profit from grain unless he buys it right. Wherever I find grain men buying grain on a living profit, I find each holding a more kindly feeling toward his competitors, toward farmers and everyone else. The merchant who is continually squabbling with his competitors and his customers has not time left to direct intelligently his business. All his strength, time and energy are given to worry over how he is going to meet that next note.

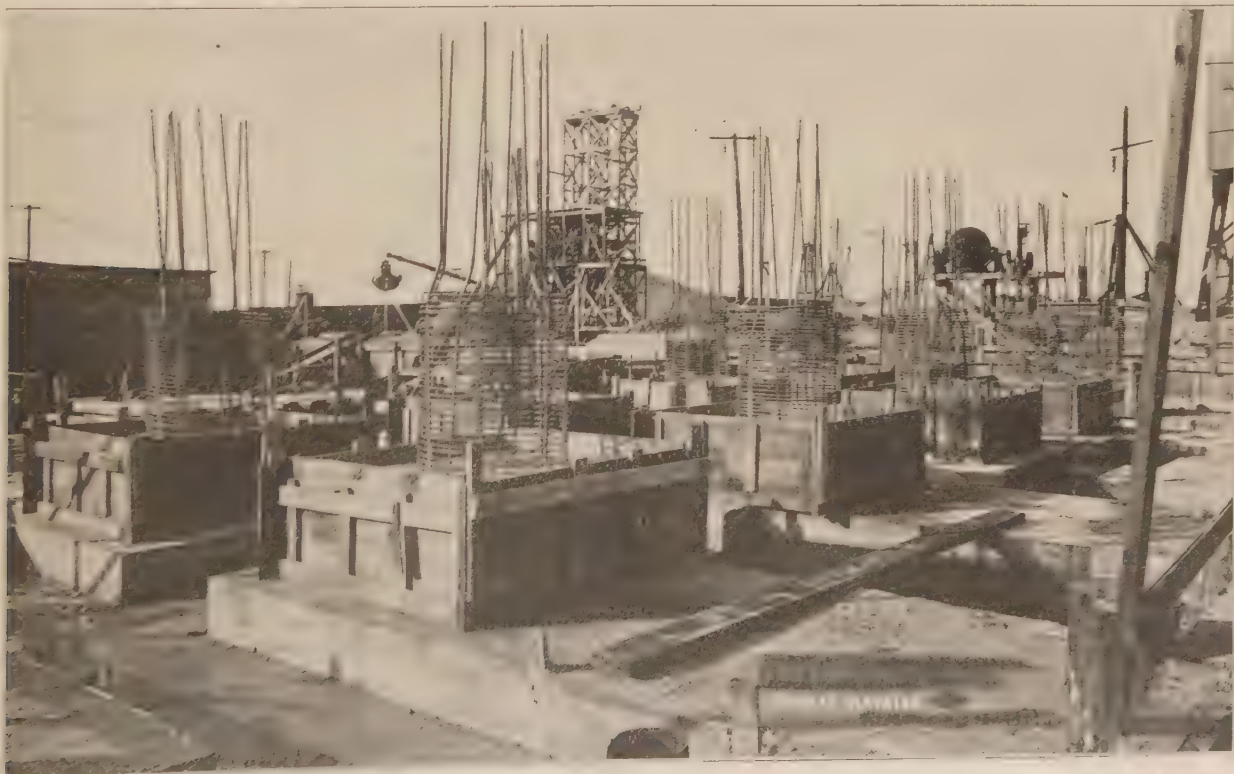
Cut-throat competition is too often the death of the competitors and seldom brings permanent reward or satisfaction to the customers. If grain dealers would but strive more cordially to cultivate friendly relations with their competitors and their customers, all would be happier and better off. The fighting spirit is just as antagonistic to commercial success in the country grain market as it is in the European world of commerce. It is time for country grain dealers to shake hands and stop fighting. Let us have peace!

Sunset Elevator at Galveston, Tex.

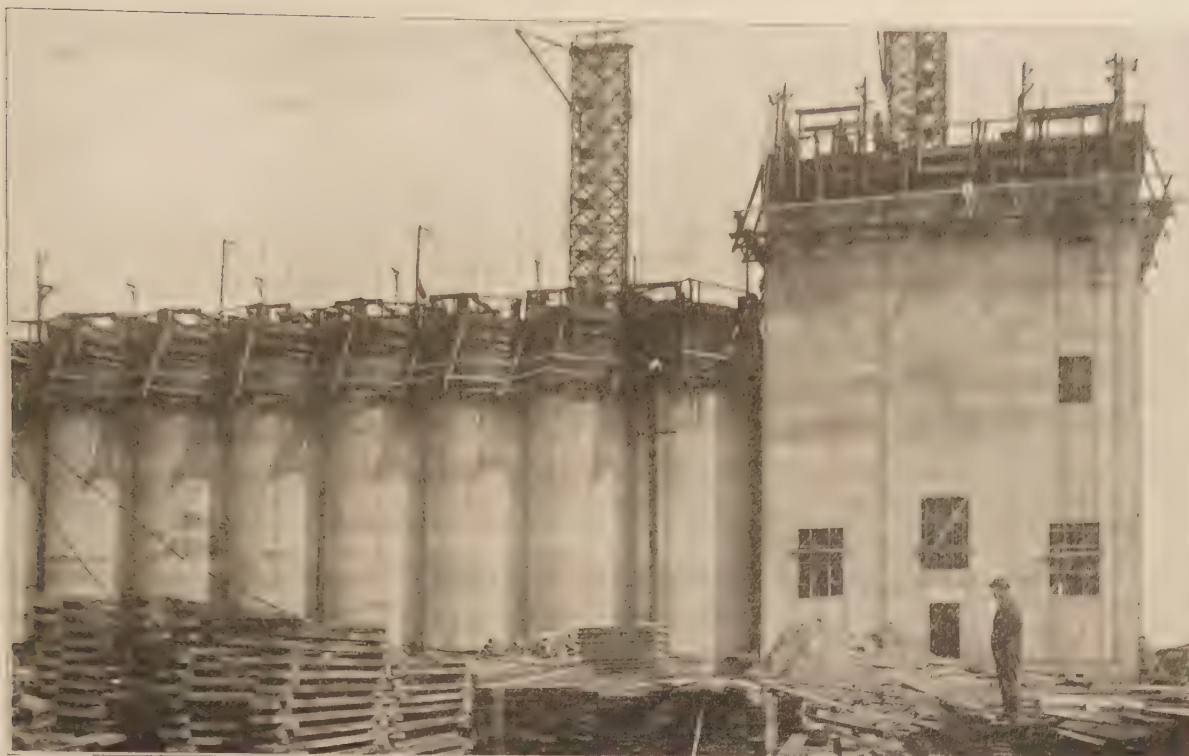
To one not versed in building construction the sight of a large modern terminal elevator is impressive on account of its great height. Its smooth and towering walls fail to give any hint of the great engineering skill involved in the design and rapid construction of the monolith. Even those familiar with reinforced concrete construction fail to appreciate the present stage of high development, so gradual has it been.

In steel reinforced construction advantage is taken of the fact that a surface of cement will unite perfectly and permanently with a surface of steel, that steel and concrete expand and contract about the same with changes in the temperature, and that the steel can be placed in that part of a column or beam subjected to tension and that the cement in that part subjected to compression so that the great tensile strength of the metal and the crushing resistance of the concrete can be utilized to the full. Care must therefore be exercised to place the reinforcing steel in its concrete concealment exactly as intended by the engineers. In column construction as shown in the engraving the rods form a cylindrical cage.

Pictured in the engravings is the new Sunset Elevator at Galveston, Tex., at five stages in the progress of its construction, the first photograph, taken Jan. 31, 1915, showing the beginning of work on the superstructure. The vertical steel reinforcing rods and the horizontal steel rings have been set for the concrete supporting columns. The photo of Feb. 15 shows the concrete laid for the basement and the steel rods extending higher up. In the photo of Mar. 1 the superstructure of the working house has made rapid progress skyward and the bases of the cluster of grain storage tanks are beginning to show their circular form. Three tall towers of timber framework speed the hoisting of the concrete, so that in the next photo, of Mar. 15, the tanks also are discovered to be shooting upward,



Commencement of foundation for Sunset Elevator at Galveston, Texas, Feb. 1, 1915. (See pages 191-192)



Sunset Elevator at Galveston, Tex., in Course of Construction March 15, 1915.

inside diameter and have smooth concrete hopper bottoms. The storage tanks occupy ground space of 96 ft. 6 ins. x 128 ft. 6 ins.; the working house 47x96. The roof is 5-ply composition felt and gravel.

DOCK GALLERY.—Thru the middle of the ground floor of the working house

run the two 36-inch belts connecting with the dock gallery. These are 780 ft. long. Three bays of the gallery connecting with the working house are of steel, the remainder, which were not damaged by the fire which destroyed the old elevator on Nov. 17, 1914, are of wood.

The new elevator, as was the old house, will be operated by the J. Rosenbaum

Grain Co. It is a valuable addition to the grain exporting facilities of Galveston, which port has enjoyed a greatly increased volume of business since the last crop began to move. From Sept. 1 to Aug. 1, 1915, shipments out of Galveston amounted to 45,059,000 bus. of wheat, against 7,531,000 bus. for the corresponding period of 1913-14.



Completed Sunset Elevator at Galveston, Tex., June 23, 1915. [For description see pages 191-192.]

Michigan Dealers' Meeting at Jackson.

The annual meeting of the Michigan Hay & Grain Ass'n at Jackson, Mich., Aug. 5, 1915, was called to order at 2 p. m. by Pres. F. L. Young.

City Attorney L. B. Trumbull offered the keys to the city of Jackson and asked everybody to feel at home.

E. L. Wellman, Grand Rapids: I am sure we all appreciate the welcome extended to us and that we will always be glad to come back to Jackson.

Pres. Young: The quality of our hay is better than that of any other state; we have 80 million tons of hay. Corn is the only crop which exceeds it in value.

We should insist on bettering conditions for ourselves and for those who follow. One dollar spent at home in getting acquainted is better than spending \$10 away from home for the same purpose.

On account of weather conditions there will be four or five grades of hay. We must be sure to ship uniform grades.

I think that Aug. 7 should be called "decision" day and on that day every dealer should rid himself of bad business methods.

Man is the architect of his own fortune. The tendency must be to do away with all leaks. We must use better judgment in estimating the value of the hay offered to us.

Pres. Young appointed an auditing com'te consisting of W. S. Biles, W. A. Bunting and W. A. Cutler. He appointed the following nominating com'te: C. E. Noyes, Wm. Connors and F. E. Nowlin.

Chas. Quinn, Sec'y G. D. N. A., told of the benefits to be received by having the Michigan Hay & Grain Ass'n affiliate with the G. D. N. A.

He emphasized the sacredness of a contract and made a plea for united efforts to make all contracts sacred.

Treas. Albert Todd reported \$105.49 in the treasury.

E. C. Nettles, of Battle Creek: The average railroad man will not reduce a freight rate and for this reason the Interstate Commerce Commission is called upon to settle 15,000 to 20,000 cases every year.

Michigan freight rates were fixed in 1877 when we had branch lines and rates are still fixed the same, altho we have main line railroads now.

In fixing a freight rate, the value of the product, the space it occupies and the distance of the haul must be considered.

I think every man is willing to pay a just freight rate.

Sec'y Graham reported that the railroads had agreed to accept freight on actual weights of hay shipments.

H. G. Morgan, Pittsburgh: Rates are now figured on a zone basis. A car may be zigzagged 400 miles further than another car and still receive only the short haul compensation. I am not in favor of paying railroads for hauling wind. Correct weights must be put on tags. The small shipper is forced out of business because he pays farmer for 50% more hay than he receives.

Hay baled in August will lose 5% in evaporation, in Sept. will lose 2%, and after that it will lose 1%. Bales should be weighed to the pound and marked back 1 lb.

Mr. Biles: Weighing of hay on the farm is inaccurate. It should be reweighed and retagged at the receiving stations. I do this and do not have trouble with my weights.

John Dexter, Detroit: I agree with Mr. Morgan in that bales should be weighed to a pound and then marked back 1 lb.

Mr. Sturgis, Flint: Hay should be reweighed at receiving station.

Mr. Morgan: Railroads will accept freight on out turn weights, providing you notify them as to the actual weights on the last day of the month following the shipment.

W. A. Cutler, Adrian: "What our Home Ass'n can do" depends entirely on our individual efforts. Confidence in our fellow dealer is necessary. Iron out your troubles with him. The enthusiasm of a farmer often causes him to overstate the price offered and paid for his hay. I am opposed to the efforts of the State and National Government which tend to put individual interests out of business.

Sec'y J. Vining Taylor of the National Hay Ass'n read a paper.

Mr. Dexter: When you go out to buy hay, be sure to buy off grades at full market differences. We will be flooded with off grade hay.

Pres. Young: The amount of alfalfa to be marketed will influence hay values. I do not look for high prices on hay except for the first 30 days.

C. E. Noyes: I move that the election of the Sec'y and the salary to be paid him be left to the decision of the Board of Directors. *Carried.*

Officers elected for the ensuing year were: Pres., E. L. Wellman; first vice pres., J. Frutchy, Cass City; second vice pres., J. E. Crane, Eaton Rapids; treas., Albert Todd, Owosso; sec'y, J. C. Graham, Jackson. Directors—T. J. Hubbard, Birch Run; F. L. Young, Lansing; H. E. Chatterton, Mt. Pleasant; James Kerr, Melvin; Albert Todd, Owosso; A. J. Carpenter, Battle Creek.

Resolutions were adopted indorsing the Moss Grain Grades Act and the Pomer-

ene bill and the officers were thanked for the efficiency shown in handling the affairs of the Ass'n.

Adjourned.

The Banquet.

The evening was pleasantly spent at Vandercook Lake, where a banquet was served to 114 people.

Senator Townsend was the principal speaker of the evening. He said: We have 48 state and one national law factories and are surfeited with laws. It is the business of business men to come to Washington to see their congressmen and the term lobbyist should not be applied in a corrupt sense to these men. The spirit of investigation has swung past the pendulum of sanity. The pendulum is swinging back a little. The Interstate Commerce Commission has seemed to treat the railroads better than the public. The last 5% freight rate increase was granted upon the very same evidence upon which it was first denied.

Pres.-elect Wellman assured the dealers that he would serve the Ass'n as well as he knew how.

The dealers having eaten all they could and having heard all the complimentary speeches, went to see Frank Nowlin and Fred Welch bump the bumps and then dispersed.

Convention Notes.

Sterling E. W. Eyer represented Wilkes Barre, Pa.

The only representative from Cincinnati was Earl Root.

Everybody blew his horn for the Stockbridge Elevator Co.

C. Rupert & Sons distributed souvenir rules and cards.

Albert Todd, Owosso, presented everyone present with a little flag.

White badges, the color emblematic of purity, were used to identify the hay and grain shippers.

Detroit sent T. W. Swift, H. E. Botsford, W. G. Lichtenberg, Wm. Jossman and Geo. A. Reid.

H. M. Strauss, rep'tg H. M. Strauss & Co., Cleveland, O., was the sole representative from that city.

To get out of the penitentiary the convention delegates had to register, and everyone was glad to sign up.

Machinery men present were A. Rushlow, rep'tg A. T. Ferrell & Co., and A. H. Smith, rep'tg Huntley Mfg. Co.

Toledo sent W. W. Cummings, rep'tg J. F. Zahm & Co.; John Luscombe, rep'tg Southworth & Co.; and J. A. Smith.

Someone asked if the convention was a railroad men's picnic. Seldom do so many of them get together in one spot.

Pittsburg was represented by Wm. Herb; R. W. Young, rep'tg D. G. Stewart; J. A. McCaffrey and Harry Morgan.

Chas. Quinn, sec'y, Grain Dealers' National Ass'n, Toledo, and J. Vining Taylor, sec'y National Hay Dealers' Ass'n, Winchester, Ind., were present.

Among the grain dealers present were A. H. Smith and W. J. Connor, Saginaw; C. D. Colder, Crosswell; W. H. Sturgis, Flint; E. L. Wellman, Grand Rapids; W. B. Abrams, Tekonsha; W. A. Dailey, Saginaw; H. R. White, Scotts; F. J. Dillon, Addison; Fred Welch, Owosso; F. E. Albion; J. E. Maloney, Grand Rapids; W. S. McLaren, Chelsea; G. R. Forrester, Jackson; J. A. Daley and B. A. Fillinger, Lansing; J. A. Bradley, Holly.



A Few Michigan Dealers Just After Getting Out of the Pen.

Delayed Reinspection Not Sanctioned at Chicago.

To settle the question whether a terminal market buyer has the right to call for reinspection when grain is unloaded at the elevator several days after the first inspection a test case was recently placed before the arbitration com'te of the Chicago Board of Trade by Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n.

The rule of the Board of Trade, No. XXII, provides that if reinspection is desired it must be demanded on or before 11 o'clock a. m. of the following business day. The grain receivers have allowed the rule to relapse into a dead letter so that the country shipper is held responsible for the condition of the grain indefinitely.

The facts in the test case were agreed upon and were as follows: Taylor & Patton Co. of Des Moines sold to Updike Commission Co. of Chicago, on Chicago terms, 10,000 bus. of No. 2 hard wheat; that C. & N. W. car No. 130054, loaded with wheat, was shipped by Taylor & Patton Co. from Valeria, Ia., on Aug. 1, 1914, to Updike Commission Co., Chicago, to apply upon contract.

The car of wheat arrived and was placed on inspection tracks of Chicago on Aug. 6, upon which date it was inspected by the State Grain Inspection Department and graded No. 2 hard. It is further agreed that the car of wheat was not a "plugged" car nor one which was loaded too full for inspection. The Updike Commission Co. did not ask for a reinspection by the State Grain Inspection Department.

The Updike Commission Co. sold the wheat to the Armour Grain Co. and received from Armour Grain Co. an order to deliver to the Santa Fe Elevator in the city of Chicago. Said car of wheat, C. & N. W. No. 130054, was delivered to the connecting line on Aug. 13, and arrived at the Santa Fe Elevator on Aug. 15, and was unloaded on Aug. 19. On Aug. 15 said car of grain was inspected by Robt. P. Kettles, official inspector of the Board of Trade, upon which date said Kettles issued the official certificate of the Board of Trade that end one-half was heating.

That Armour Grain Co. discounted the same 5½¢ per bushel, or a total discount of \$66.44. The Updike Commission Co. in turn discounted said car of grain to Taylor & Patton Co. 5½¢ per bushel and made its account sales upon that basis. Taylor & Patton Co. claims of the Updike Commission Co. the sum of \$66.44. It is further agreed that as between terminal market buyers and country shippers that the trade custom of the Chicago Board of Trade requires either party to a sale of grain "to arrive," if dissatisfied with the official inspection to demand a reinspection by eleven o'clock a. m. of the day following the original official inspection.

The questions submitted for arbitration are as follows:

(a) Should the claim of Taylor & Patton Company against the Updike Commission Company be allowed and ordered paid?

(b) Where a country shipper sells grain upon Chicago terms "to arrive" to a member of the Chicago Board of Trade and the grain upon arrival at the inspection tracks in the City of Chicago, Illinois, is inspected by the State Grain Inspection Department of the State of Illinois, and said inspection shows that said grain is of the grade purchased, and the buyer does not ask for a reinspection by said State Grain Inspection Department by 11 o'clock a. m. on the next business succeeding the day of sale, as provided by Rule 22 of the Chi-

cago Board of Trade, has such buyer the right to demand another inspection subsequent to that date or the grade determined and fixed by the official inspection by the State Grain Inspection Department and should settlement so far as grade is concerned, be made upon that basis?

The Arbitration Com'te of the Chicago Board of Trade upheld the contentions of the shipper and the rule of the Board of Trade by giving Taylor & Patton Co., plaintiffs, judgment for the full amount of the claim.

Altho the decision of the Arbitration Com'te does not go into the merits of the question it establishes a precedent desired by the Terminal Market Com'te of the Western Grain Dealers Ass'n, and hereafter reinspection must be ordered by 11 a. m. of the following business day.

I COULD NOT get along without the Grain Dealers Journal.—F. E. Eyer, Hill Grove, O.

AMERICAN GRAIN sufficient to supply the army, navy and public until July 31, 1916, it is said, will be purchased by the Italian government.

INDIANA DEALERS will be pleased to know that the efforts of Librarian Lapp to force all elevator men of the state to store grain for all comers will fail, because his contention is contrary to the law. Owners of country elevators have the option of operating them as private or as public elevators, but if they see fit to operate them as public elevators, they must place themselves under the jurisdiction of the Public Service Commission.

WAR has destroyed 511 ships having a tonnage of 915,457.

THE PORTUGAL government has authorized the importation of 7,348,000 bus. of wheat.

I HAVE ALWAYS found the Grain Dealers Journal a very good paper.—John F. Harnden, Dickinson, N. D.

THE GRAIN DEALERS JOURNAL is a great help to all grain dealers.—D. A. Eich-enour, mgr. Durham Grain Co., Durham, Kan.

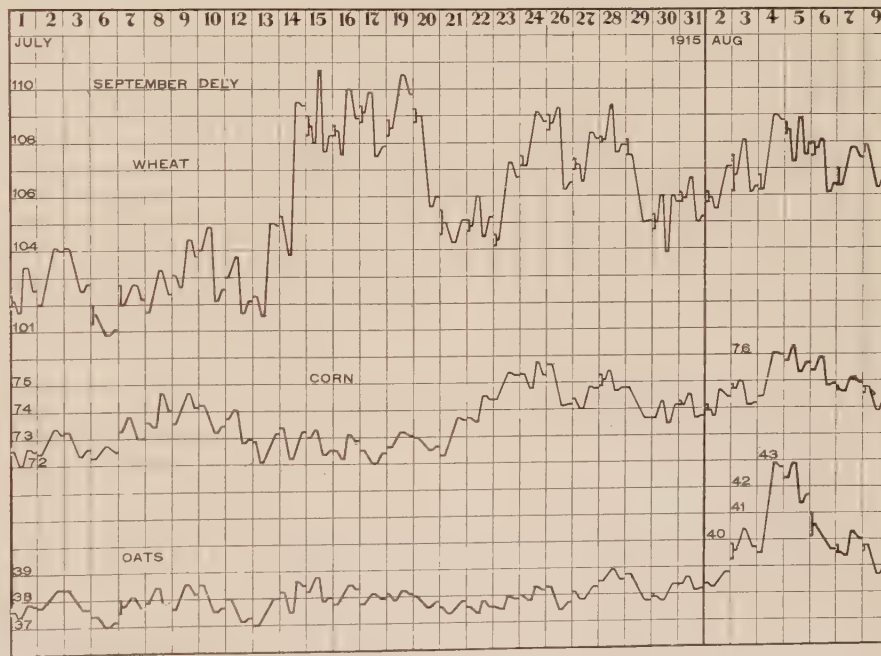
I GET a great deal of information from the Grain Dealers Journal and could not get along without it.—Gordon Garver, Clarion, Ia.

I HAVE BEEN reading the Grain Dealers Journal for 17 years, so it seems like an old friend to me.—Mont Rob, Farmers Elvtr. Co., Union, Neb.

I HAVE ENJOYED reading the Grain Dealers Journal very much and have been helped by it.—Chas. Howe, agt. Duff Grain Co., Unadilla, Neb.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for the month of July and part of August are given on the chart herewith.



Daily Closing Prices.

The closing prices for wheat and corn for the September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER WHEAT.													
	July 26	July 27	July 28	July 29	July 30	July 31	Aug. 1	Aug. 2	Aug. 3	Aug. 4	Aug. 5	Aug. 6	Aug. 7
Chicago	106½	108½	107½	105	105½	105½	107½	106½	108½	107½	106½	107½	106½
Minneapolis	106½	108½	107½	104½	105	104½	106½	106½	108	106½	105½	106½	104½
Duluth	108½	110½	109½	106½	107	106½	108½	108½	110½	108½	107½	108½	107½
St. Louis	104½	105½	105½	103½	103	104½	104½	104½	107½	106½	105½	106½	107½
Kansas City	103½	104½	104	101½	101½	101½	102½	103	105½	104½	103½	106½	107½
Milwaukee	106½	108½	107½	105½	105½	105½	107	106½	108½	107½	106½	107½	106½
Toledo	108½	112	112½	107½	107½	107	108½	109½	112½	112	110½	111½	110½
Baltimore	112½	113½	112½	108½	109½	109½	111	111	112½	113	112	112½	114
Winnipeg	105½	107	106½	104½	104½	104½	106½	105½	106½	105½	104	105½	104
SEPTEMBER CORN.													
	July 26	July 27	July 28	July 29	July 30	July 31	Aug. 1	Aug. 2	Aug. 3	Aug. 4	Aug. 5	Aug. 6	Aug. 7
Chicago	74½	74½	74½	73½	74½	73½	73½	74½	76	75½	74½	74½	74½
Kansas City	71½	72½	72½	71	71½	71	71½	71½	73	72½	71½	71½	71½
St. Louis	73½	73½	73½	72½	72½	72½	73	72½	74½	74½	74½	74½	73½

*July, Sept. after July 29. †October.

Seeds

JAMESTOWN, IND., July 28.—Good acreage of clover.—Stafford Grain Co.

KENT, IA., Aug. 5.—The timothy seed in this section has been badly damaged.

MEMPHIS, TENN.—The Russell-Walker Seed Co. has been formed to deal in field seeds.

ORLANDO, FLA.—The Orlando Seed & Fruit Co. has succeeded the Wright Seed Co.

LOUISVILLE, KY.—Hardin, Hamilton & Lewman contemplate erecting a seed warehouse.

MARQUETTE, NEB., Aug. 4.—We will have no new alfalfa seed as it is too wet.—E. G. Raymers.

CLARINIA, IA.—The A. A. Berry Seed Co. has increased its capital stock from \$75,000 to \$150,000.

CHARLESTON, S. C.—Charles T. McIntosh has greatly enlarged his building for seeds and feeds.

JACKSONVILLE, FLA.—Seed planted for forage crops shows a large increase.—E. A. Martin Seed Co.—S.

HARTFORD, CONN.—J. H. & W. E. Cone, dealers in seeds and hardware, recently suffered \$20,000 loss by fire.

COLUMBIA, Mo., July 31.—The condition of broom corn is 81, of flax 73 and cow peas 72.—Missouri State Board of Agriculture.

ROCHELLE, ILL.—Our plant is not closed, as erroneously stated in this column July 25, nor have we at any time contemplated closing.—Rochelle Seed Co.

FALMOUTH, KY.—The Bokhara Seed Co. has remodeled its seed warehouse, put in electric power and will install large seed cleaners.

MONROE CITY, Mo.—H. H. Green and E. V. Tooley have formed the firm of Green & Tooley and are erecting a 2-story brick seed warehouse.

DES MOINES, IA., Aug. 2.—The condition of flax Aug. 1 was 94, against 91 a year ago, in this state.—Geo. M. Chappel, director Iowa Weather and Crop Service.

"FLAX FOR SEED AND OIL" is a 4-page leaflet on growing and marketing flaxseed of great value to farmers, by Professor H. L. Bolley, Agricultural College, N. D.

AUGUSTA, GA.—We have sold more cow peas this year than last. More have been planted this year and we are going more heavily into grain and field seeds. Rowland & Co.—S.

MEDIA, ILL., Aug. 7.—Grass seed of all kinds will show a shortage this year. Some timothy may be scarce, but we have very little clover to be had. More alfalfa and sweet clover will be seen than in former years.—E. J. Jones.

MOBILE, ALA.—The American Seed & Implement Co. has been organized to succeed the English Carriage Co. and will carry a large line of seeds. E. L. McGowan is pres., A. E. Upmeyer vice pres., and J. M. Schiel, sec'y-treas.—S.

A CARGO of 150,000 bus. of flaxseed from Argentina recently arrived at Duluth, Minn., on the steamer Fred G. Hartwell, consigned to the Midland Linseed Products Co. at Minneapolis, the first importation of South American seed into Minneapolis.

MARKLE, IND., Aug. 3.—Clover shows a good growth so far as stock is concerned, but with continued wet weather I am doubtful as to the thing.—J. J. Felt.

PHILADELPHIA, PA.—The Johnson Seed Co., which is bankrupt as the result of failure to get seeds from Europe, is to be reorganized. The liabilities are \$21,000.

SAVANNAH, GA.—The Shruptine Co. reports a large demand for alfalfa, corn, wheat, beans, chufas, millet and other seeds, and expects an increased sale of vetch and soy beans.—S.

MCLEANSBORO, ILL., Aug. 7.—The acreage and yield of timothy and red top is above normal, with quality fine. Very little change in the regular seeding. Timothy and red top are the leading seed crops.—McLeansboro Implement Co.

A NEW WHEAT known as Pike County Wheat has been introduced by the M. D. King Milling Co., Pittsfield, Ill., which distributed 500 bus. to growers at cost; and the crop now being harvested shows yields of 35 bus. per acre against 15 to 18 bus. for the ordinary Fultz. It is a cross between a hardy Russian variety and Early Red Clawson.

NASHVILLE, TENN.—Commissioner Bryson of the Tennessee Agricultural Department has issued a statement on the pure seed law requesting farmers and planters to aid in the prosecution of dealers by seeing that stamps and tags are affixed and that the stamps are destroyed after delivery. The department now has 6 inspectors making a canvass of the state.

WINGATE, IND., Aug. 7.—Heavy rains will result in a shortage of clover seed this season. The mammoth clover has but very little seed, and this year indications are that it will not be worth handling for seed purposes. Growers are holding to the old proven varieties of grain crops. Alfalfa is becoming a general crop and some are commencing to grow soy beans. The slump in price of timothy seed three years ago caused growers to discontinue threshing timothy for seed.—John E. Wilson, Sunny Side Farm.

"PASTURE GRASSES," their cultivation and management, is a well illustrated pamphlet of 106 pages, with map, by E. Breakwell, B. A., B. Sc., agrostologist, of the Department of Agriculture of New South Wales, describing about 72 different grasses, giving the history of the newer kinds and the effect of climatic conditions on their growth. On the map the country is divided according to soil and climate into 22 districts and the several grasses adapted to each district are indicated, making the conclusions valuable to seedsmen and growers in other countries. Farmers Bulletin No. 96, Under Secretary, Department of Agriculture, Sydney, N. S. W., Australia.

DOMESTIC PRODUCTION of crimson clover is not more than one-quarter of the amount imported under normal conditions, making the seed from abroad the controlling factor. The present continuing rise in prices is the usual accompaniment of sowing time. Importations of crimson clover for the last six fiscal years were: 1910, 1,552,000 lbs.; 1911, 3,529,000 lbs.; 1912, 3,406,000 lbs.; 1913, 5,376,000 lbs.; 1914, 7,524,000 lbs.; 1915, 12,036,000 lbs. More than 1,000,000 lbs. of seed which germinates only 29 to 62% was imported during May and June, 1915, and all lots containing brownish or brown seeds should be carefully tested for germination and the rate of seeding should be adjusted accordingly.—U. S. Dep't of Agriculture, Washington, D. C.

From the Seed Trade.

LONDON, ENGLAND, July 26.—We have a good demand for mustard, rape, thousand headed kale and trifolium seed, which has had a sharp rise during the past week. There is some enquiry for clover, lucerne and grass seeds.—C. W. Le May & Co.

ROSWELL, N. M., Aug. 5.—We have large crops of milo maize, kaffir corn and cane seed. The acreage is about the same as last year. On account of grasshoppers the alfalfa seed crop in this valley shows indications of being very short. We have a heavy yield of barley seed stock. Some Peruvian alfalfa seed is being tried out.—United Seed & Fruit Co.

MECHANICSBURG, O., Aug. 5.—This country grows mostly corn, oats and wheat. The clover and timothy acreage is moderate, and all other seed crops are moderate. We do not see very much difference in acreage in this territory this year. The clovers seem likely to make more forage than seed. We think that war prices for corn, wheat and oats have affected the output, somewhat reducing the pasture and meadow acreage, the ground being used instead for these three grains.—C. B. Wing, Wing Seed Co.

TOLEDO, O., Aug. 6.—Weather is running things in the seed market. August breaks and bulges depend on dry or wet weather. Room for argument around these levels. The market has been much more active as the critical crop making season is practically here. Prices have covered wider range in past ten days than for many weeks past. Activity offers favorable investment opportunities. A good time for the investor to keep in close touch with his commission men. August and September are usually months of wide fluctuations, owing to crop troubles that may arise as the plant nears maturity. Always a chance of wet harvest. Will clover run into the same kind of harvesting troubles that wheat and oats encountered? Acreage is large, but the yield a guess until it is finally made and gathered. Prices might go considerably higher on bad weather.—Southworth & Co.

Clover Seed Movement in July

Receipts and shipments of clover seed at the various markets during July, 1915, compared with July, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago, lbs.	48,000	429,000	69,000	351,000
Cincinnati, bags	606	531	1,426	1,595
Toledo, bags	.....	8	200	.....

Timothy Seed Movement in July

Receipts and shipments of timothy seed at the various markets during July, 1915, compared with July, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago, lbs.	752,000	2,410,000	1,205,000	2,592,000
Cincinnati, bags	1,025	4,419	547	3,417

Flaxseed Movement in July

Receipts and shipments of flaxseed at the various markets during July, 1915, compared with July, 1914, were in bus., as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
New York	1,416,600	.....	.....	.....
Minneapolis	258,700	232,750	26,300	10,050
Duluth	186,542	593,206	.....	206,730
Winnipeg	126,075	500,500	.....	.....
Chicago	1,000	24,000	.....	.....
Kansas City	.....	7,000	.....	3,000

Grain Movement.

[Continued from Page 190.]

Odessa, Minn., Aug. 2.—Marquis wheat ready to cut; some oats, barley and rye cut.—Farmers Elevtr. Co.

MISSOURI.

Ladonna, Mo., Aug. 2.—Practically all small grain harvested; too wet to make much headway in threshing. Have bot a few cars of oats and wheat, but grain is too damp to grade.—Wilder & Wilkins.

Columbia, Mo., Aug. 1.—Threshing returns indicate a loss of several million bus. compared with the 1914 crop; 23% of wheat crop threshed; much wheat in northern counties could not be harvested on account of rains and will be fed; 1/3d of wheat has been or will be stacked. Many oat fields still uncut and in many grain is down so badly that it will be impossible to thresh it; in some places overripe oats are being threshed out; about 15% of total crop threshed.—Sec'y State Board of Agriculture.

NEW YORK.

New York, N. Y., Aug. 2.—The first cargo of new Argentine corn arrived here today and was of fine quality and condition.

NEBRASKA.

Tecumseh, Neb., Aug. 3.—No wheat threshed yet. Large amount of corn shipped in.—W. S. Bouton.

Howells, Neb., Aug. 6.—New oats threshing out 50 to 60 bus.—James A. Drahot, sec'y Farmers Lbr. & Grain Co.

Concord, Neb., Aug. 2.—Large crop of oats being harvested; heaviest in years.—T. Hagen, agt. Benson Grain Co.

Fordyce, Neb., July 30.—Winter wheat cut; farmers just beginning to cut oats.—I. G. Covey, mgr. McCaull-Webster Elevtr. Co.

Upland, Neb., Aug. 7.—No threshing yet; too wet; wheat is sprouting in shock.—Thos. Lorenzen, agt. Peoples Grain, Coal & L. S. Co.

Beatrice, Neb., July 23.—New wheat began to arrive at the Farmers Elevtr. today; tested 55 lbs.; yield 25 bus.; condition very damp.—D. E.

Sidney, Neb., Aug. 3.—Harvest is late, but grain is being cut and weather conditions are fine.—L. H. Hazle, agt. Trans-Mississippi Grain Co.

Hildreth, Neb., Aug. 7.—Some shock threshing being done; very little wheat; nearly everybody stacking.—Oscar Florell, mgr. Johnson Grain Co.

Midway sta. (St. Paul p. o.), Neb., July 23.—First 1915 wheat received today; will not move fast; farmers holding for high prices in fall.—H. R. Pattison, mgr. Gooch Mfg. & Elevtr. Co.

Hildreth, Neb., July 27.—First new wheat arrived here July 23; threshing will start in earnest this week; lots of wheat will probably come in.—Oscar Florell, mgr. Johnson Grain Co.

NORTH DAKOTA.

Tuttle, N. D., Aug. 1.—Rye harvest will be general in a week.—Gus J. Lybeck.

Gladstone, N. D., Aug. 5.—Wet weather causing trouble in harvesting crops.—Geo. W. Lee.

Erie, N. D., Aug. 2.—Harvest will start in 10 days.—C. W. Clark, mgr. Farmers Elevtr. Co.

Mooreton, N. D., Aug. 5.—Barley harvest now in progress; rye harvest finished.—E. E. Bailey, mgr. Farmers Elevtr. Co.

OHIO.

Maplewood, O., Aug. 7.—Oats threshing late on account wet weather.—O. W. Cook.

Wauseon, O., Aug. 9.—Oat harvest delayed on account rains; will be hard to cut.—E. F. Hanson Co.

Van Wert, O., Aug. 6.—Excessive rains retarding oats harvest; 3/4 of total acreage now cut and in shock. Very little wheat threshed.—Pierce Grain & Hay Co.

Toledo, O., July 31.—Toledo receipts week of July 31 of new wheat were 422 cars, of which 320 cars, or nearly 76%, graded No. 2; 26 cars, or 6%, No. 3, and 61 cars, or 14%, sample. About all of latter grading thus because of dampness. The balance of 16 cars were mixture of white and red. Year ago week's receipts of 396 cars had 307, or 77%, contract; and 63 cars, or about 16 per cent, sample.—G.

OKLAHOMA.

Fletcher, Okla., July 27.—Threshing in full blast.—B. C. Hallum.

Cleora, Okla., Aug. 3.—Most of grain out of shipping condition.—E. M. Worl.

Lawton, Okla., July 23.—Receipts of grain light; considerable wheat being stored.—Lawton Grain Co.

Chelsea, Okla., Aug. 6.—We are taking in only 10 to 20 wagon loads a day this year, compared with 60 to 80 last year this time.—U. S. Jefferies, mgr. Chelsea Mill & Elevtr. Co.

SOUTH DAKOTA.

Scotland, S. D., Aug. 2.—Oats harvesting hindered by too much rain; wheat ready to cut; very little harvesting done.—C. J. Dickson.

Wheat Movement in July

Receipts and shipments of wheat at the various markets during July, 1915, compared with July, 1914, were in bus., as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Baltim.	12,264,473	9,604,958	12,842,634	9,677,607
Minneap.	4,986,520	4,393,910	1,854,160	2,632,140
Chicago	4,886,000	21,094,000	2,654,000	14,175,000
Kan. City	3,665,250	11,257,650	2,385,450	6,212,700
St. Louis	2,870,128	6,829,367	1,470,180	2,942,840
Winnipeg	2,446,425	4,683,950	.....	.....
New Y.	1,846,220	.....	1,411,436	.....
Indianap.	1,015,000	1,812,000	108,000	258,000
Wichita	1,320,800	2,722,600	910,600	2,059,000
Duluth	588,425	3,067,000	982,280	3,745,138
Cincinnati	587,029	961,869	195,333	370,324
Toledo	561,000	1,186,000	190,200	534,300
Louisville	441,440	1,664,370	4,465	500
Omaha	278,400	2,625,600	238,800	1,615,200
Detroit	96,000	301,000	66,000	21,000
San Francisco	.....	.....	.....	.....
(tons)	14,163	10,697	.....	.....
Galveston	.....	.....	3,154,027	4,626,280
New Orleans	.....	.....	123,000	2,876,300

Oats Movement in July

Receipts and shipments of oats during July, 1915, compared with July, 1914, at the various markets were in bus., as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Baltimore	16,581,619	2,788,366	16,306,131	714,901
Chicago	7,486,000	10,623,000	6,795,000	9,088,000
New York	2,967,300	.....	2,156,690	.....
St. Louis	1,316,500	2,122,850	812,670	1,263,790
Winnipeg	1,275,000	1,875,900	.....	.....
Minneapolis	675,800	883,000	840,000	930,220
Kansas City	499,800	503,200	475,900	454,500
Omaha	469,200	1,215,500	436,500	1,300,500
Cincinnati	377,566	559,999	375,699	342,274
Detroit	341,000	302,000	21,000	25,000
Duluth	248,923	241,952	232,209	480,997
Indianapolis	231,300	716,000	180,000	140,000
Louisville	141,300	387,600	109,995	327,545
Toledo	127,700	204,800	96,300	148,300
Wichita	25,000	27,000	23,000	16,500
San Francisco	.....	.....	.....	.....
(tons)	6,727	2,158	.....	.....
New Orleans	.....	.....	78,725	13,310

Corn Movement in July

Receipts and shipments of corn at the various markets during July, 1915, compared with July, 1914, were in bus., as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Baltimore	16,812,817	1,819,424	16,747,976	500,177
Chicago	6,307,000	5,131,000	4,536,000	4,188,000
St. Louis	1,377,950	1,045,750	803,420	924,440
Omaha	1,350,000	1,580,000	1,720,000	2,131,800
Indianapolis	1,332,000	881,000	570,000	222,000
Kans. City	781,250	825,000	948,750	1,113,750
Cincinnati	577,272	602,930	315,727	439,058
Minneapolis	527,310	511,580	370,470	508,800
New York	506,900	.....	205,552	.....
Louisville	258,650	494,500	179,145	309,335
Toledo	232,800	150,000	187,900	65,000
Detroit	150,000	139,000	69,000	27,000
Duluth	67,619	23,987	175,062	143,950
Wichita	48,000	14,000	37,500	3,000
San Francisco	.....	.....	.....	.....
(tons)	984	145	.....	.....
New Orleans	.....	.....	638,560	137,510

Barley Movement in July

Receipts and shipments of barley at the various markets during July, 1915, compared with July, 1914, were in bus., as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Baltimore	1,542,945	89,370	1,683,554	16,666
Chicago	1,124,000	753,000	313,000	206,000
Minneapolis	879,560	943,570	1,044,230	860,110
Duluth	351,896	476,281	392,433	566,104
New York	224,700	.....	139,174	.....
Winnipeg	140,000	376,650	.....	.....
Cincinnati	86,070	4,700	4,200	23
Kansas City	82,600	15,400	113,400	.....
Toledo	51,000	.....	50,000	.....
Omaha	22,400	9,800	6,000	1,000
St. Louis	20,800	84,800	15,870	22,370
San Francisco	.....	.....	.....	.....
(tons)	14,939	52,406	.....	.....
Louisville	3,600	3,900	.....	.....
Detroit	2,000	1,000	.....	.....

Substantial Ohio Elevator.

Sackett & Carahoof, the enterprising grain dealers of Horton, O., have equipped themselves to meet the wants of the community by erecting the substantial building shown in the engraving, with ample warerooms for handling grain, seeds, feeds, oil, coal and builders' supplies. This station, West Mansfield post office, is on the Toledo & Ohio Central Railroad 90 miles south of Toledo in one of the best oats growing sections of central Ohio.

The elevator is on a heavy concrete foundation, of cribbed construction with steel siding and roof. The storage capacity is 25,000 bus. small grain and 6,000 bus. of ear corn, with stock room 30x60 ft. for seeds, flour and feed, and bins for 225 tons of coal. The main building contains 7 bins, 3 over driveway.

The wagon scales have Fairbanks Registering Beam. Car loading hopper scales have a capacity of 1,000 bus. From wagon dump in driveway a conveyor chain takes the grain to stand of elevators equipped with 7x13 cups. All grain must pass over a Monitor Cleaner before going to cars and its condition is further improved by the Boss Car Loader. An old, reliable stone burr is used for feed grinding and an Otto 21-h.p. Gasoline Engine furnishes ample power.



Sackett & Carahoof's Elevator at West Mansfield, O.

Grain Trade News

ARKANSAS

Little Rock, Ark.—The Weinmann Mfg. Co. has bot 34 acres adjoining the plant of the Cunningham Com'n Co. and will build a large elvtr.

Newport, Ark.—Jas. Parrott, of St. Louis, who died July 28, and myself visited this city a few weeks ago to look over the grain situation with a view of handling their corn crop this fall. We did not intend to build an elvtr. as reported and now that Mr. Parrott is dead I do not know what action will be taken in the matter.—F. B. Cockrell, Jerseyville, Ill.

CALIFORNIA

Imperial, Cal.—The Imperial Grain & Warehouse Co. has made application to the state railroad com'n for authority to issue and sell 75 shares of its capital stock for \$7,500. A recent earthquake destroyed its warehouse at El Centro and the company wishes to rebuild it.

CANADA

McLeod, Sask.—W. Hill has succeeded W. Craven as mgr. for the McLeod Flouring Mills, Ltd.

Calgary, Alta.—The Western Canada Flour Mills Co., Ltd., is building 10 elvtrs. in this vicinity.

Shellbrook, Sask.—The elvtr. of the Saskatchewan Co-operative Elvtr. Co. burned recently. It was empty.

Osage, Sask.—I am now mgr. for the Saskatchewan Co-operative Elvtr. Co.—J. E. Herrington, formerly mgr. Monarch Elvtr. Co., Hawley, Minn.

Kerrobart, Sask.—The Alberta-Pacific Elvtr. Co. has bot the elvtr. of the Federal Elvtr. Co. here and the latter company will put up a new house.

Fergus, Ont.—James Wilson has bot back the oat meal plant he sold to the Canadian Cereal & Flour Mills, Ltd., and will personally operate it.

Calgary, Alta.—We are building 10 elvtrs. this season which gives us a total of 86 houses in this province.—C. M. Ewert, Alberta Farmers Co-operative Elvtr. Co., Ltd.

St. John, N. B.—The question of rebuilding the elvtr. of the International Fl. Co. which burned Aug. 13, 1914, is still unsettled, and it is that that it will not be done as long as the war continues.

Toronto, Ont.—James R. Ness has been elected mgr. of the Niagara Grain & Feed Co. succeeded S. H. Pitts who died June 14. Dudley Pitts, formerly owner of his father's company, is now manager of S. H. Pitts & Son, handling grain and feed in America.

Moose Jaw, Sask.—Sec'y Fred W. Green of the Saskatchewan Grain Growers Grain Co. died recently from the effects of an operation on a intestinal cancer. He was well known to the grain growers of the northwest, having been president of grain growers for a number of years.

Ft. William, Ont.—We have just about completed the 750,000-bu. concrete tank addition to our terminal elvtr. here. The Barnett & McQueen Co. had the contractor. We are also building 2 new elvtrs. in Southern Saskatchewan.—W. A. Black, vice-pres. and mgr. director, Ogilvie Flour Mills Co.

Saskatoon, Sask.—The grain elevator at this place was burned by fire. The fire started at noon, and the fire department showed a big fire. The waste smoldered under the burning which contained a lot of grain. It is believed that the fire started from a burn the day.

Brandon, Man.—The elvtr. of the Western Grain Co. at this place is now being repaired.

Winnipeg, Man.—The elvtr. of the Western Grain Co. at this place is now being repaired. The elvtr. of the Western Grain Co. at this place is now being repaired. The elvtr. of the Western Grain Co. at this place is now being repaired.

COLORADO

Mead, Colo.—The Farmers Union Elvtr. Co. expects to have its organization completed in about 1 week.

Fort Collins, Colo.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

Steamboat, Colo.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

La Junta, Colo.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

Fort Collins, Colo.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

Denver, Colo.—Mrs. Olson, wife of P. G. Olson, mgr. of the Farmers Grain Co., died July 21. Mr. Olson was formerly manager of the grain elevator at Wheat, La. and died of cancer.

Fort Collins, Colo.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

IDAHO

Postville, Ida.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

ILLINOIS

Highland, Ill.—The Highland Mfg. Co. has installed a new elvtr.

Laurens, Ill.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

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Carrollton, Ill.—E. E. Eusey is now mgr. of the Farmers Elvtr. Co.

Elkhart, Ill.—I am now mgr. of the Farmers Grain Co.—E. J. McKeown.

Elkhart, Ill.—The elvtr. of the Farmers Grain Co. at this place is now being repaired.

Streator, Ill.—A East Out Door Condenser will be installed by the Hiram Shipy B...

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Willow Hill, Ill.—Nelson Boyd has leased the local elvtr. and will operate it in his own account.

Peoria, Ill.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

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Goodwin, Ill.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

Bellflower, Ill.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

Peoria, Ill.—The elvtr. of the Farmers Union Elvtr. Co. at this place is now being repaired.

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Cruger (Eureka p. o.), Ill.—The Cruger Farmers Ass'n has just given its 2 elvtrs. a new coat of paint.

Wing, Ill.—We have erected concrete tanks in place of our old wooden elvtr. There is some talk of a farmers elvtr. company, but no definite steps have been taken as yet.—E. T. Holloway & Son.

Wataga, Ill.—C. F. Whitfield, of Marinette, Wis., who recently acquired the grist mill of the Wataga Mill & Electric Light Co., is not operating the plant and will probably sell it.—Farmers Elvtr. Co.

Hindsboro, Ill.—We will take over the elvtr. of S. Munson Aug. 1 and will operate it in connection with our elvtr. at Kemp. O. J. Moss will have charge at this station and A. T. Moss will be mgr. at Kemp.—Munson & Moss, Kemp.

Chesterville, Ill.—I will take possession of the elvtr. here Oct. 1, having traded my elvtr. at Galton to C. E. Davis for this house. Here I am on my own ground even the siding and track belonging to me.—Chas. H. Ruple.

Paris, Ill.—While operating a car loader in the elvtr. of Rudy & Co., Aug. 2, B. Frank Rudy attempted to dislodge grain that had choked in the loading spout and in some manner caught his thumb in the blades of the fan. The thumb was badly mangled but it is thought that it will not have to be amputated.

Gays, Ill.—The elvtr. of the Morris & Stone Co. burned a few days ago. The fire started from defective wiring. The house will be rebuilt at once. It was owned by J. B. Stone, vice-pres. of our ass'n and Ed. Morris both of Mattoon.—E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n. Champaign.

Kernan, Ill.—The fire which destroyed the elvtr. of Milton Funk, July 17, was discovered at 4:30 a. m. The elvtr. contained 2,000 bus. of grain at the time bringing the loss up to \$11,000. A partially loaded car on the side track was burned, but the lumber yards of the company were saved. Mr. Funk is at present in British Columbia, but will probably return in a few days.

Champaign, Ill.—The following have been admitted to membership in the Illinois Grain Dealers Ass'n: Porter Bros., DeLand and Comb's Switch; J. Bert Porterfield, DeLand; Bridge & Leonard, Chicago; Keusch & Schwartz, New York, N. Y.; Armour Grain Co., Chicago; C. W. Langdon, Roseville; J. A. Edwards Co., Chicago; Chas. W. Savage & Son, Virginia; Hofstetter-Carls Lumber & Grain Co., Virginia; Vermont Mills Co., Vermont; J. B. Snedeker, Astoria; Ross Bros., Philadelphia; John C. Koehn, Hayes, and Pike Milling Co., Griggsville.—E. B. Hitchcock, sec'y.

Watseka, Ill.—The proprietor of the mill adjacent to the elvtr. of the Farmers Elvtr. Co. recently secured an injunction restraining the company from building a driveway to the elvtr. The mill company alleged that the new driveway interfered with the established driveway used by patrons of the mill. The courts, however, decided for the farmers company on the ground that there was no evidence to show that any established track or driveway had ever been prescribed or definitely located, those who had business with the mill driving at will over any part of the lot they desired. The injunction was therefore dismissed.

McLean, Ill.—The elvtr. of the Aldrich Grain Co. containing 2,700 bus. of grain and the office of the company burned at 3:30 a. m. July 25. The loss on the buildings is placed at \$17,000; insurance, \$8,300. Loss on grain, \$2,270. The fire was discovered by a switching crew but had gained such headway that nothing could be done to save the building. The fire spread and damaged the town to the extent of \$25,000, many buildings being burned. The company is occupying temporary quarters in the elvtr. of Darnell & Spence. Work on a new elvtr. and office will be started at once. Two cars of corn on a side track were also burned.

Milan, Ill.—Work is progressing rapidly on the new 20,000-bu. elvtr. of the Austen Camburn Co. The elvtr. will be 36x26 ft. and will have an attached corn crib with a capacity of 5,000 bus. It will be operated by electricity and two large motors and a feed mill will be included in the machinery installed. A. H. Richner has the contract.

Dana, Ill.—The Dana Elvtr. Co. has brought suit against the Aetna Accident & Liability Co. to recover damages amounting to \$10,000, on a bond given by Clayton F. Coon, former mgr. for the grain company, who was indicted last fall for the defalcation of \$6,000 from the company. When Coon was arrested last October he was indicted by the grand jury, but was later released on bond. His contention is that he bot grain on margin upon the suggestion and advice of the directors of the company and with their consent. The grain company holds that he acted on his own initiative. The bonding company takes Coon's view of the matter and refuses to pay until he is proven guilty of embezzlement.

CHICAGO NOTES.

Chas. E. White was bereaved July 28, by the death of Mrs. White.

Jack Delany and Arthur Brown operators in the telegraf dept. of E. W. Wagner & Co. have been admitted to the bar.

Henry C. Hackney has been suspended indefinitely from the Board of Trade for refusal to produce his books for inspection.

The B Annex Elvtr. on Goose Island will be demolished, but the work will not start for several months.—Geo. E. Marcy, pres. Armour Grain Co.

W. E. White, who deserted the grain trade several months ago for the lure of the simple life on a farm, has returned and is now with Noyes & Jackson.

Ed Praeger, who travels in Iowa for the Carhart. Code. Harwood Co., is again on the road after an absence of several weeks during the illness of his mother, who died July 13.

Defaults in the delivery of 20,000 bus. of oats on July contracts were settled by the com'ite at 57 cents, plus a penalty of 3 cents, which is only $\frac{1}{2}$ cent higher than the close of the July future.

CHICAGO CALLERS: V. E. Butler, director Grain Dealers Fire Ins. Co., Indianapolis, Ind.; Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.; J. F. Kroutil, Yukon, Okla.

Chief Grain Inspector John P. Gibbons surprised his many friends and acquaintances, July 28, when he was quietly married to Miss Irene M. Griffin. The honeymoon will be spent at Niagara Falls, New York City and Washington, D. C. The couple will return about Oct. 1.

Ed W. Flanagan has applied for membership in the Board of Trade. J. A. Minnear, Jos. H. Hogan, Moses Cohen, C. D. Cates, Carlos Falk and Riley E. Pratt have been admitted to membership. The membership of A. J. Feuchtwanger, Jas. A. Gordan, F. A. Fritze and John B. Watt have been posted for transfer.

Fred S. Lewis is pres. of the new grain and provision company operating as F. S. Lewis & Co., which opened offices in the Board of Trade Bldg. Aug. 2. T. J. Sullivan is sec'y-treas. of the company. C. F. Schneider and W. J. Brainard are among the stockholders. A general commission business in grain and provisions will be transacted.

Pres. Canby of the Board of Trade appointed John A. Bunnell, L. Harry Freeman, Bernard A. Eckhart, George A. Seaverns, E. F. Rosenbaum, Henry J. Patten, Philip W. Seipp, Fred A. Paddleford, H. W. Farnum, Stuart Logan, Julius Schwill, J. A. Edwards, E. W. Bailey, Hiram N. Sager, David H. Harris, Edward S. Hunter and H. W. Rogers as the relief com'ite of the exchange to solicit subscriptions for the sufferers of the Eastland horror. Over \$12,000 was collected.

INDIANA

Adams, Ind.—Albert Bowling will install a cracked corn separator.

Shelbyville, Ind.—Richards & Lawson will build a feed warehouse.

Nappanee, Ind.—A Hess Drier will be installed by Copes Bros. & Zook.

Frankfort, Ind.—I have sold out to the J. T. Sims Grain Co.—J. D. Fitch.

Bowers, Ind.—Malsbary & Co. have completed the repairs on their elvtr.

Columbus, Ind.—The Schaefer & Schwartzkopf Mfg. Co. has installed an oil engine in its elvtr.

Honey Creek (Rockport p. o.), Ind.—The Farmers Co-operative Union has completed its elvtr. P. Frazier is mgr.

Medaryville, Ind.—James R. Guild, who has been operating the elvtr. of the Crabbs-Reynold-Taylor Grain Co. under lease, has bot the house for \$11,500.

Milroy, Ind.—Our elvtr. was struck by lightning July 30 but no fire resulted and the damage will not exceed \$50. Thos. E. Ectorff is mgr.—Enterprise Mfg. Co.

Craigville, Ind.—The new elvtr. of the Burk Elvtr. Co. has been completed and is now in operation. It replaces the house burned Feb. 7 and is more up-to-date than the old house.

Jamestown, Ind.—We will use our new Clipper Seed Cleaner exclusively for clover and timothy, cleaning all grains with the old cleaner, which is just like the new one.—Stafford Grain Co.

Frankfort, Ind.—The report that I have taken over the office formerly managed by M. B. Pratt, who died recently, is correct, but the office is still operated in the name of Pratt & Co.—J. E. Heffner.

Emporia (no p. o.), Ind.—The elvtr. of W. H. Aiman, of Pendleton, has been completed. It is of frame construction, iron clad and equipped with 20-h. p. Fairbanks Oil Engine and automatic scale. L. J. McMillen has the contract.

Sandusky, Ind.—The Farmers Elvtr. Co. has built a 60,000-bu. studded elvtr. The equipment includes Western sheller and conveying machinery, Invincible Cleaner, Fairbanks Automatic Scale and Oil Engine. J. A. Horn had the contract.

Howe, Ind.—Switzer & Wolfe are rebuilding their elvtr. burned June 26. A complete line of Weller machinery will be installed as well as Fairbanks Hopper Scale and Engine. The work will be completed in 5 weeks. J. A. Horn has the contract.

Morgantown, Ind.—The new 12,000-bu. iron clad elvtr. of the Suckow Mfg. Co. of Franklin, has been completed. The elvtr. has a detached concrete engine room and is equipped with B. S. Constant Cleaner and Sheller, Fairbanks Oil Engine and 2 McMillen Dump Controllers. L. J. McMillen had the contract.

Tocsin, Ind.—We have just completed out new elvtr. on the C. & E. R. R. We recently purchased the business of the Hall & Garten Co., and wrecked the old building. The new house is most modern and complete. It has a 15,000-bu. bin and ear corn capacity and was designed and built by the Burrell Engineering & Constr. Co. It is equipped with all modern appliances for moving grain rapidly; 2 legs with 7 by 14 buckets, a No. 6 Monitor Combined Cleaner, and a Richardson Automatic Scale of 1,000 bus. capacity; a Western Sheller of 800 bus. capacity, and Smith Overhead Power Dumps. The house is arranged so that there is no shoveling necessary in any operation connected with the handling of the grain from the dump to the car. The construction thruout is in accordance with underwriters' rules, so that the lowest possible insurance rate applies on this building.—Studabaker Grain & Feed Co., Bluffton.

INDIANAPOLIS LETTER.

The assets of Paul Van Launen & Co. have been placed at \$30,000 and liabilities at \$55,000.

On July 30 a train load of 25 cars of grain arrived at this city, all consigned to the Mutual Grain Co.

The new 150,000-bu. Indiana Elvtr., L. H. Jordan, prop., will be completed in 10 days. It will be equipped with Weller Machinery throat and will be operated by Jordan & Scholl. J. A. Horn has the contract.

The workmen's compensation act will go into effect Sept. 1, and blank forms for employers are being supplied by the Industrial Board of Indiana, State House, Indianapolis, which has recently issued Bulletin No. 1, giving much useful information about the application of the law.

The annual outing of the Indiana Grain Dealers Ass'n and the Indiana Millers Ass'n will be held Sept. 4, 5 and 6, at Lake Maxinkuckee (Culver p. o.), with headquarters at the Palmer House. The fact that Saturday is a half holiday and that the 6th is Labor Day and therefore a holiday, should swell the attendance. A strictly informal but delightful time is anticipated. Plenty of fishing, boating, swimming and entertainment will be provided and everyone is guaranteed the best time he ever had. Comfort and pleasure are to rule the days and no business will be transacted. The Sec'y Riley has given permission to talk "shop" now and then. Plans to attend should be made by all grain dealers, a hearty invitation being extended to the entire grain trade.

Indiana has a new law maker, or rather an interpreter and distributor of information regarding the statutes. It is none other than the Hon. John A. Lapp, Director of the Legislative Library, who has undertaken to point out the duty of the elevator men of the state through the county agents, who seem very eager of an opportunity to shy another brick at the grain buyers of the state. Mr. Lapp says: "The law requires warehouses to receive grain for storage." The gentleman overlooks the fact that the country elevators of Indiana are the private property of the operators, and it is their right and privilege to use that space for handling their own grain exclusively if they so desire. Mr. Lapp has also overlooked Circular 97 of the Public Service Commission, which recognizes the right of the country elevator owner to decide as to whether or not he shall operate his elevator as a public elevator or as a private house. It seems to be up to Mr. Lapp to have some new laws enacted in support of his contention, or else withdraw his so-called information from the county agents.

IOWA

Aurelia, Ia.—A. Fraser has installed a new scale in his elvtr.

Armstrong, Ia.—I intend to sell my elvtr. here.—E. O. Helgason.

Nemah, Ia.—D. L. Mooney will have charge of the local elvtr.

Leeds, Ia.—The American Popcorn Co. will build a popcorn elvtr.

Ledyard, Ia.—A. E. King is now mgr. for the St. John Grain Co.

Peterson, Ia.—The Farmers Elvtr. Co. will wreck its old frame elvtr.

Sioux City, Ia.—C. H. Smith is building a \$1,700 elvtr. in this city.

Merrill, Ia.—Frank Veidt will be mgr. for the Atlas Elvtr. Co. after Aug. 15.

Carpenter, Ia.—The Farmers Grain & Stock Co. has installed a car loader.

Spencer, Ia.—C. F. Israel of Knoxville, is now working for the Farmers Elvtr. Co.

Chatsworth, Ia.—I have sold my elvtr. to the Hunting Elvtr. Co.—D. K. Bennett.

Manilla, Ia.—S. E. Siple of Ferguson, is now employed at the elvtr. of the Neola Elvtr. Co.

Seymour, Ia.—The new elvtr. of Milton Liggett has been completed and is now in operation.

Lake View, Ia.—The Updike Grain Co. is improving its elvtr. and installing new machinery.

Hinton, Ia.—Louis Tunhorst, formerly ass't mgr. in the local elvtr., has been elected mgr. of an elvtr. at Guide Rock, Neb.

Halbur, Ia.—Fritz Schmitz is no longer employed at the local elvtr.

Buffalo Center, Ia.—Hans Erickson has leased the elvtr. of the Farmers Elvtr. Co. for a year.

Everly, Ia.—The elvtr. of the Hunting Elvtr. Co. has been completed and is now in operation.

New Sharon, Ia.—Farmers are reported to be interested in the organization of an elvtr. company.

Enterprise, Ia.—The S. E. Squires Grain Co. has installed a McMillin Automatic Dump Controller.

Lester, Ia.—F. W. Goettsch, of Manning, has succeeded Wm. Lasher as mgr. of the Farmers Elvtr. Co.

Paton, Ia.—The new elvtr. of the Clark Brown Grain Co. has been completed and is now in operation.

Grundy Center, Ia.—The Paul C. Akin Grain Co. is building a new feed house adjacent to the elvtr.

Denison, Ia.—Frank Menagh is assisting his father, Chas. Menagh, at the elvtr. of the Farmers Elvtr. Co.

Marcus, Ia.—A. E. Wilson has been elected pres. of the Farmers Elvtr. Co. P. H. McEwen is mgr.

La Mars, Ia.—W. R. Neill is now pres., Wm. Utech sec'y and Ed Luken mgr. of the Farmers Elvtr. Co.

Washington, Ia.—The report that John Cullen is building an elvtr. here is incorrect.—Wm. A. Whiting.

Plover, Ia.—The Farmers Grain & Coal Co. has thoroughly overhauled its elvtr. and it is in first-class shape.

Seranton, Ia.—The Farmers Elvtr. Co. is improving the driveways to the elvtr. and is building a new coal house.

Hartley, Ia.—Chas. Burnes, of Hastings, Neb., has succeeded Frank Walters as mgr. for the Farmers Elvtr. Co.

Radcliffe, Ia.—The Farmers Elvtr. Co. is wrecking the end of its elvtr. and will build a large addition on the site.

Pilot Mount, Ia.—The elvtr. of the Western Elvtr. Co. has been opened for business. Linn Cartwright is now mgr.

Michel, Ia.—The Michel Grain Co. has let contract to the Burrell Engineering & Constr. Co. for repairs on its elvtr.

New Market, Ia.—The New Market Grain Co. has been organized to succeed J. S. Harris who is mgr. of the new company.

Center Point, Ia.—The Farmers Elvtr. Co. has moved its elvtr. from the Rock Island tracks to a site on the Interurban line.

Lake Mills, Ia.—The elvtr. of the Farmers Elvtr. Co. has been completed and will be put into operation at an early date.

Kent, Ia.—Rags Bros. have installed a 15 h. p. Fairbanks Oil Engine and a car pailer in their elvtr. and have remodeled the house.

West Bend, Ia.—Wm. Kirkwood, formerly mgr. of the Farmers Elvtr. Co. at Ringsted, is now mgr. of the new Farmers Elvtr. Co. here.

Akron, Ia.—We are again operating the plant of the Akron Mfg. Co. but have no elvtr. at this station.—Field & Slaughter Co., Sioux City, Ia.

Bedford, Ia.—We raised the cupola of our elvtr. 2 ft. and put a new roof on it. We also did some painting around the house.—A. A. Leet.

Fairbanks, Ia.—The Emmerson Grain Co. will build an addition to its elvtr. and will handle tile, coal, cement and lime in addition to grain.

Jordan, Ia.—The elvtr. of J. W. Weikel was damaged by a severe wind storm, July 23. All of the lightning rods were torn off of the house.

Des Moines, Ia.—Federal Judge Wade has approved the decision of Referee in Bankruptcy Harry Whitaker, which declared that \$30,000 worth of yellow storage slips held by creditors of the B. A. Lockwood Grain Co. were not prior claims.

Buck Island, Ia.—Paul Schoning is now in possession of the elvtr. he recently purchased from the Neola Elvtr. Co. and is making needed repairs.

Des Moines, Ia.—R. M. Rembertson is now Iowa representative for W. H. Perrine & Co. of Chicago. He was formerly with the Iowa Brokerage Co.

Chicago, Ill.—Hastings p. o., Ia.—The foundation of the elvtr. of Fred Anthonys has been completed and work on the superstructure will be pushed.

Lions, Ia.—The Joyce Lumber Co. will build a 2,000-ton coal elvtr. 30x100 ft. and 35 ft. high. It will be equipped with the latest coal handling machinery.

Des Moines, Ia.—We are installing a Barnard & Leas 4 Roller Mill, 4 pair high and expect to use it for pearl meal and general feed grinding.—The Blackford Co.

Early, Ia.—Will Drury has raised a part of the elvtr. 6 ft. to give a greater pitch to his grain chutes. He recently purchased the house from the Western Grain Co.

Ossian, Ia.—We have built a new brick smelter, built in our coal supply and are all ready to handle new grain when it comes.—L. H. De Graff, agt. Gilchrist & Co.

George, Ia.—E. C. Bergfield, mgr. for the Farmers Elvtr. Co. for a number of years has suffered a nervous breakdown and is now in a Battle Creek, Mich., sanatorium.

Larrabee, Ia.—Farmers Co-operative Co. incorporated; capital stock \$20,000; incorporators S. S. Gilbert, pres.; I. Nils, vice-pres.; W. H. Taylor, sec'y, and A. D. Coffman, treas.

Panora, Ia.—The fire at our plant July 27 was confined to our corn crib which contained 10,465 bus. of corn. The total damage to corn and crib was \$350.—J. T. Develbliss, agt. Neola Elvtr. Co.

Northwood, Ia.—The large addition to the elvtr. of Thompso & Heiny has been completed. The company has also put a cement foundation under the old house and painted it inside and out.

Davenport, Ia.—The Davenport Elvtr. Co. re-incorporated; capital stock, \$150,000; officers and incorporators, F. H. Griggs, pres.; Chas. N. Voss, vice-pres.; G. T. Dow, sec'y; John F. and L. T. Dow.

Zearing, Ia.—I have completed a 25x22 ft. annex to my elvtr., 30 ft. high, and will use it for oats. It has a basement with a capacity of a carload of mill feed and 50 tons of hard coal.—R. J. Putley.

Spirit Lake, Ia.—Burglars entered the elvtr. of the Milwaukee Elvtr. and made all preparations to blow open the safe but were evidently frightened away before completing their work, leaving their tools in the office.

Britt, Ia.—The elvtrs. of Hugh Mullen and Sons, Des Moines, burned and the loss amounted to \$14,000 with the loss of \$8,000. The fire started in the kitchen house and spread to the other elvtr. Tramps are believed to have started the blaze.

Marian, Ia.—The Des Moines Grains & Lbr. Co. has built a terminal and the house of John L. L. L. and has installed a 100-ton scale. The 100-ton scale is the largest one ever used for the Des Moines and the house is 100 ft. long.—Chas. W. Farnham, mgr.

West Liberty, Ia.—The Des Moines Grains & Lbr. Co. has built a terminal and the house of John L. L. L. and has installed a 100-ton scale. The 100-ton scale is the largest one ever used for the Des Moines and the house is 100 ft. long.—Chas. W. Farnham, mgr.

West Liberty, Ia.—Our office was entered about 4 p. m., July 30, while we were all in the elvtr. grinding feed. The thief secured \$24 in cash and \$24 in checks and walked away with it. The thief has all the members of our talent. The checks and the money were in the safe, just as they had been put in and the thief must have made a hasty grab for \$24 or more in silver in a drawer just below them was not touched.—W. C. Adleman, prop. Adleman Elvtr.

Cedar Rapids, Ia.—Fifty members of the Western Grain Dealers Ass'n held a meeting in this city Aug. 3 to discuss matters of vital interest to the trade. They talked of "Freight Claims," "Minimum Capacity of Car Loads," "Re-inspection," "Leaky Cars," etc.

Terrill, Ia.—The Terrill Grain Co. has taken over the elvtr. of the Skewis Grain Co. and is making many improvements. The old driveway and office has been torn down and rebuilt. A new engine will be installed in the company's own elvtr. and the old one put into the Skewis house.

Sibley, Ia.—The report that W. V. Willey is mgr. of our elvtr. is incorrect. I am still mgr. Mr. Willey and Mr. Greig, of Estherville, recently bot the elvtr. of L. B. Spracher & Co. and are operating as Willey & Greig. Spracher & Co. then bot the elvtr. of the Star Grain Co. and now operate it.—J. C. Boughton, mgr. Farmers Co-operative Elvtr. Co.

Des Moines, Ia.—The new law providing for the incorporation of co-operative companies, signed Apr. 17, 1915, limits each stockholder to one vote. Dividends can not exceed 10 per cent, and after setting aside 5 per cent of the net profits for teaching co-operation and 10 per cent for a reserve fund, the remainder must be distributed as a patronage dividend.

New Sharon, Ia.—The concrete foundation for the new elvtr. of Neill & Momyer has been completed and work on the superstructure will be rushed. The foundation wall is 4 ft. wide at the base, tapering to 20 ins. at the top. The elvtr. will be 26x50 ft. with a 24x22 ft. annex, making the entire building 74x50 ft. The bins will be of cribbed construction and will have a capacity of 35,000 bus. All floors will be of concrete. The new house will be operated by electricity and will be equipped with new machinery thruout. It will replace the elvtr. burned June 29.

Gilbert, Ia.—During the absence of our regular man, the elvtr. foreman, July 22, I went into the engine room to start off large 35-h. p. engine, and in giving it the swing I lost my footing against the spoke, my foot slipping thru and behind the engine brace. The next spoke was too near for me to escape, and I was thrown, breaking both bones in the leg between the knee and ankle twice. I am resting well at present and hope to be on crutches inside of a week. My wife and I returned June 29 from a 7,000-mi. western trip thru California, Oregon, Seattle, Vancouver, etc.—C. A. Jenks, mgr. Gilbert Grain Co.—Albert Jacobson is temporary mgr. at the elvtr.

Winterset, Ia.—Miles Young, Sr., prop. of M. Young & Co., committed suicide, July 22, by shooting himself in the head after having shot and seriously injured his wife as the result of a quarrel. Mr. Young suffered a paralytic stroke in March and has been in ill health ever since. It is believed that he suddenly became insane as a result of brooding over his illness. He had been engaged in the grain business at this point for 30 years and has always been held in high esteem. Mrs. Young received the full load of the shotgun on the left side of the face and a portion of the lower jaw was torn away. It is believed that she will recover altho she may be unable to talk.

Lamoni, Ia.—We have incorporated and have taken over the elvtrs. of the Davis City Elvtr. Co., Davis City; Kellerton Grain Co., Kellerton, and the mill and elvtr. of E. E. Hayes & Son, Mt. Ayr. We have also completed a 40,000-bu. elvtr. at Redding and now operate at Worth, Gentry, Grant City, Andover and Blythe-dale, Mo., and at Redding, Delphos, Kellerton, Tuskego, Lamoni, Davis City and Mt. Ayr, Ia. The main office has been moved to Mt. Ayr, and H. H. Wilson, for 31 years in the grain business there, is now pres. of the company. Robert Hall, Kellerton, is vice-pres.; H. H. Tedford, sec'y, and Chas. Teal, treas., both of Mt. Ayr. I have been elected general mgr. of the entire line and will be located at headquarters.—C. R. Rauch, Iowa-Missouri Grain Co.

Mapleton, Ia.—Farmers Elvtr. Co., incorporated; capital stock \$50,000; officers and incorporators E. O. Wilson, pres.; F. M. Wooster, vice-pres.; R. J. Smith, sec'y; and C. C. Jacobson, treas. It has bot 6 lots on the C. & N. W. and will build an elvtr. as soon as the material can be obtained. In the meantime it will operate the elvtr. of the J. L. Bennett Grain & Stock Co. under lease.

KANSAS

Hoxie, Kan.—The Farmers Union will build an elvtr.

Manhattan, Kan.—Concrete Elvtr. Co. incorporated; capital stock, \$1,000.

Agra, Kan.—John Maulsby is now mgr. for the Farmers Union Elvtr. Co.

Penalosa, Kan.—E. V. Plush is now mgr. for the Farmers Grain & Merc. Co.

Gerlane, Kan.—Steven Scott Grain Co. has leased the elvtr. of M. J. Lane.

Lashmet (Kingman p. o.), Kan.—J. W. McCollum is mgr. for H. F. Braly.

Greensburg, Kan.—The Greensburg Grain Co. is erecting a 12,000-bu. granary.

Osborne, Kan.—A Hess Out Door Conditioner will be installed by H. Thomas.

Neodesha, Kan.—The Bauman Grain Co. is overhauling and repairing its elvtr.

Ellis, Kan.—The Wheatland Elvtr. Co. is installing a Hall Special Elvtr. Leg.

Moscow, Kan.—J. T. Gray is now agt. for the Hugoton Elvtr. & Warehouse Co.

Marquette, Kan.—The K. B. R. Mfg. Co. has installed a new oil engine at the plant.

Hill City, Kan.—L. Law is mgr. of the new elvtr. of the C. E. Robinson Grain Co.

Paradise, Kan.—The C. E. Robinson Grain Co. will start work on its new elvtr. at once.

Kiowa, Kan.—The Kiowa Roller Mills Co. is building a large warehouse addition to its plant.

Hunnewell, Kan.—We have succeeded D. W. Wiley.—H. L. Tankersley, H. L. Tankersley & Co.

Luray, Kan.—H. B. Van Gundy has succeeded W. A. Harding as our mgr.—Farmers Union Ass'n.

Alden, Kan.—The Farmers Elvtr. Co. has installed new scales and a 25-h.p. engine in its elvtr.

Brownell, Kan.—The Ryan Lbr. Co. and the Farmers Union Exchange are installing Boss Car Loaders.

Simpson, Kan.—J. M. Vernon is building an elvtr. for his own use.—R. S. Reed, mgr. Simpson Grain Co.

Topeka, Kan.—Thos. Page, of the Page Mfg. Co., will spend the rest of the summer in Winnipeg, Canada.

Dorrance, Kan.—Thos. Bunker is now operating the elvtr. of the Ellsworth Mill & Elvtr. Co. at this station.

Lorraine, Kan.—The elvtr. of Sam C. Groth is being remodeled and will be covered with galvanized iron.

Wakeeney, Kan.—The Farmers Co-operative Ass'n will install a Hall Signaling Grain Distributor in its elvtr.

Potwin, Kan.—I have discontinued the alfalfa milling business and am now dealing in grain exclusively.—C. T. Laird.

Ruleton, Kan.—We will overhaul our elvtr. at this station.—D. A. Rittle, mgr. Goodland Equity Exchange, Goodland.

Stafford, Kan.—The new concrete elvtr. of the Farmers Grain & Merc. Co. has been completed and is now in operation.

Phillipsburg, Kan.—A 150-hp. Fairbanks-Morse Engine has been installed in the elvtr. of the Phillipsburg Mill & Elvtr. Co.

Galva, Kan.—We have overhauled our elvtr. here and are now ready for business.—E. E. Lorenz, mgr. Wall Rogalsky Mfg. Co.

Radium, Kan.—The new elvtr. of the Farmers Elvtr. Co. will be completed in a few days and will be put into operation at once.

Wilson, Kan.—Boyd Kyner & Co. have leased the elvtr. of M. Latshaw.

Meade, Kan.—The Pettit Grain Co. has completed its 26,000-bu. elvtr. and it is now in operation. I am mgr.—Robt. W. Wilson.

Hutchinson, Kan.—The Larabee Flour Mills Co. will install wireless stations at its plants in this city, Stafford and at Clinton, Mo.

Pratt, Kan.—John Magruder has leased the elvtr. of Geo. Smith and has bot the interest of Chas. Cooper in the local grain and coal business.

Cleveland, Kan.—T. J. Braly is mgr. of the elvtr. recently leased by his brother I. F. Braly, of Kingman, from the Kingman Ice & Creamery Co.

Scandia, Kan.—Brown-Wyman Grain Co. incorporated; capital stock \$20,000. This company succeeds J. Brown, who recently bot the elvtr. of J. A. Pinney.

Hays City, Kan.—C. E. Williams, mgr. of the Hays City Mfg. & Elvtr. Co., has just returned from an extensive trip to Alaska and the western coast.

Goodland, Kan.—Our officers are S. O. Gibbs pres., Wilson Peters sec'y, G. H. Moggle treas. and myself mgr.—D. A. Tittle, Goodland Equity Exchange.

Wilson, Kan.—The Wilson Mfg. & Elvtr. Co. is making extensive repairs at his plant and is building a 175,000-bu. concrete elvtr. The new house will be completed Sept. 1.

Holyrood, Kan.—G. L. Baker has installed a gas engine and made other improvements in his elvtr. He has also built additional coal bins.—Dennis Richter.

Marysville, Kan.—I have sold my grain business but still deal in the seed, coal and implements. The Farmers Business Ass'n succeeded me in grain.—J. H. Cavanaugh.

Cleveland, Kan.—T. J. Braly is mgr. for his brother, H. F. Braly, who has gone to Kingman to take personal charge of the elvtr. he recently bot of the Kingman Ice & Coal Co.

Cedar, Kan.—I am temporary mgr. for the Farmers Union which recently bot my elvtr. Mgr. W. F. Hammond was hurt the first day the company had possession.—A. A. Bradley.

Lebanon, Kan.—We will install new shellers here and at Bellaire. We will also put in new belting, cups and repair the dumps.—C. W. Isom, sec'y Lebanon Mill & Elvtr. Co.

Wichita, Kan.—We have not opened a grain com's'n office in this city as reported, being engaged in the live stock com's'n business only.—Smith & Wester L. S. Com's'n Co., St. Louis.

Hutchinson, Kan.—Chas. Summers, of Liberal, has bot all interests of Messrs. C. C. Bradford, Rohmer & J. Nebergafgh in the Hugoton Elvtr. & Warehouse Co. and is now pres. of the company.

Jetmore, Kan.—The elvtr. of W. Peterson will be completed about Aug. 15 at which time we expect to have our house completed and in operation also.—C. H. Dunlap, mgr. Farmers Elvtr. Co.

Dodge City, Kan.—The Powell-Tabb Grain Co. of Anadarko, Okla., has been dissolved and I am doing a general grain and feed brokerage business here, operating as the Tabb Grain Co.—C. A. Tabb.

Bayard, Kan.—The new firm here will operate as the Bayard Grain Co. with Floyd McCormack as mgr. The company will build a 5,000-bu. elvtr. equipped with sheller, grinder, automatic scales and 2 dumps.

Newton, Kan.—The elvtr. of the Empire Mills was damaged to the extent of \$1,000, July 18, by fire in the storage bins. The new elvtr. of the company is nearing completion but is not ready to put into operation at present.

Lyons, Kan.—Our additional storage consists of 2 steel tanks of 45,000 bus. each, adding 90,000 bus. to our capacity. Including our Burrton plant we have 250,000 bus. capacity now.—M. B. McNair, sec'y-treas. Lyons Mfg. Co.

La Cygne, Kan.—I am completing plans for an elvtr. at this point but have not as yet secured my lease from the railroad company. I will use silo building clay blocks for the house and will have a capacity for 4,000 bus.—W. J. Dyer.

Burden, Kan.—Our elvtr. was not blown down in the recent storm as reported and is not damaged in any way. Our 56x16 ft. warehouse however was picked up and set over the R. R. tracks with but little damage.—F. A. James.

Elkhart, Kan.—E. W. Joslin and M. E. Dorman have bot the warehouse of the Hugoton Elvtr. & Warehouse Co., of Hutchinson, at this station and will operate it. It is reported that E. L. Fisher and M. Rohmer will build elvtrs. here.

Troy, Kan.—The elvtr. of the Kinkead Grain Co. was struck by lightning, Aug. 1. The bolt entered the roof on the north end of the elvtr. and descended thru the floor, making a mark that looked like an axe cut. No fire or other damage resulted.

Fredonia, Kan.—The elvtr. of the Oswego Seed & Grain Co. containing several thousand bus. of grain burned at midnight, July 23. Loss on building \$8,000, insurance \$5,000; loss on grain \$7,000, insurance \$5,000. The house will be rebuilt at once.

Durham, Kan.—We are now operating our elvtr. which was leased to the Karl Ehrlich Grain Co. last year. C. D. and A. W. Frick and A. Youk are props. of the company. We will probably install a car mover.—D. A. Eichenour, mgr. Durham Grain Co.

Inman, Kan.—The report that I am not mgr. here is incorrect as I still hold that office. We have however a new asst. buyer, J. W. Berg, who comes to us highly recommended. He is a little new at the grain business but I am sure he will make good.—D. J. Razlaff, mgr. Farmers Elvtr. Co.

Salina, Kan.—I was injured here Aug. 4 while unloading my new 6 cylinder Buick roadster and am still confined to my bed and will be for several days. I slipped on a loose plank and fell from the unloading platform, injuring my back and hip.—E. A. Sullivan, traveling representative for Morrison Grain Co., Kansas City, Mo.

Hutchinson, Kan.—The J. B. McClure Grain Co., of Fowler, has moved to this city and now has offices in the Rorabaugh Bldg. J. B. McClure is mgr. The company operates elvtrs. at Willroads and Ford.—The Morton Grain Co. has also opened offices in this city with R. A. Ward and Irvin Romer as local mgrs. It is building elvtrs. at Elkhart and Montezuma.

Kent (Hutchinson p. o.), Kan.—The new elvtr. of the Kansas Grain Co. is of studied construction, 24x26 ft. and 30 ft. to square and 14 ft. cupola. It will have a capacity of 12,000 bus. and will be equipped with one stand of elvtr. legs, Fairbanks Automatic Scale, 6-h.p. Fairbanks Oil Engine and Howe Wagon Scale. The elvtr. will consist of 4 main bins and 3 over driveway, engine room is attached to elvtr. and is 10x12 ft. Office 12x14 ft. Earl E. Bowers has the contract but does not own the elvtr. as reported.

Topeka, Kan.—Attorney Gen. S. M. Brewster on July 27 ruled that no matter how much grain is stored in a public warehouse, the warehouseman is not required to bond the warehouse for more than \$50,000, nor more than that amount for any number of warehouses in a single county. He also ruled that it wasn't necessary for the inspector to maintain a force of weighmasters and inspectors at a warehouse unless the fees would pay the expenses. The matter was brot to the attention of the attorney general by State Inspector Geo. B. Ross, who had received inquiries from farmers and shippers who had grown uneasy as to their security when the grain in the elvtrs. had passed the amount prescribed by law for a \$50,000 bond.

WICHITA LETTER.

Elmer Boyd was recently stricken with smallpox and is confined to his home. He is connected with the J. W. Craig Grain Co.

The United Grain Co. incorporated; capital stock \$1,000; incorporators W. G., L., G. E., T. G. and L. M. Farquharson and W. S. Whillinghill.

A resolution asking that the state utilities com's'n investigate the service accorded patrons of the Missouri & Kansas Telephone Co. in Wichita was recently adopted by members of the Board of Trade.

KENTUCKY

Elizabethtown, Ky.—The elvtr. of the Elizabethtown Mlg. Co., partially filled with grain, was recently struck by lightning and burned. Loss, \$500.

LOUISVILLE LETTER.

Louisville, Ky.—Henry Fruechtenicht contemplates the installation of a drier in one of his elvtrs.

Edgar Green has bot the grain and feed warehouse operated by the T. C. Dodson Grain Co. from the owners and will improve it. The Dodson Grain Co. has not as yet settled on new quarters.

The organization of a Board of Trade Realty Co. with a capitalization of \$50,000 to \$75,000 is the suggestion of W. A. Thompson, a member of the grain trade, who has agreed to subscribe \$10,000 for the company if formed.

MARYLAND

Baltimore, Md.—Maurice B. Carlin, Henry B. Cole, Chas. M. Trueheart, Ed. S. Kent, Ed. D. Feist, John C. McCarthy, Walter Trappe and Harry A. Rumsey have been admitted to membership in the Chamber of Commerce. The memberships of Jas. S. Russell, Wm. S. Henning, C. S. Schermerhorn and Frederick A. Heywood have been posted for transfer. Geo. E. Marcy has applied for membership.

MICHIGAN

Carleton, Mich.—J. E. Kahlbaum & Sons will install a Hess Drier.

Detroit, Mich.—H. C. Carson & Co. are increasing their office space.

Ann Arbor, Mich.—The Michigan Mlg. Co. will install a Hess Drier.

Jeddo, Mich.—The Jeddo Elvtr. Co. incorporated; capital stock \$10,000.

Bronson, Mich.—We will probably build a new elvtr.—Wm. M. Monroe & Son.

North Adams, Mich.—We have succeeded F. I. Williams.—F. I. Williams & Son.

Peck, Mich.—Middleton & Doelle, of Yale, are building an elvtr. on the D. B. C. track.

Croswell, Mich.—The Bosto Grain Co. has been organized with a capital stock of \$12,000.

Orleans, Mich.—Alex Robertson, of Ionia, has bot land here and it is reported will build an elvtr.

Carland, Mich.—C. A. Croel is remodeling his elvtr. and installing a gasoline engine.—Young-Randolph Seed Co., Owosso.

Caseville, Mich.—I am installing a new 25-h.p. Fairbanks Morse Oil Engine and enlarging the engine room.—C. A. Stockmeyer.

Detroit, Mich.—Chester M. Martin, mgr. of the Union Depot Elvtr. for the last year, is now mgr. of the cash grain dept. of H. C. Carson & Co.

Shelby, Mich.—The Llewellyn Grain Co., of Big Rapids, which recently bot a warehouse here, will build a grain and bean elevator, installing new machinery thruout.—F. E. Llewellyn.

Caro, Mich.—The Saginaw Grain & Produce Co. has moved its buildings to a new site which it recently purchased. Thos. Gibson who has been with the company for the last 2 years has been transferred to the Millington plant of the Saginaw Mlg. Co.

Athens, Mich.—I am installing new overhead grain dumps in the elvtr. I recently bot of Frank Bevington and making other improvements.—W. F. Wolfe.

Dearborn, Mich.—Henry Ford, of automobile fame, has had plans drawn for a 50,000-bu. elvtr. to be erected on his country estate here. It will be used for handling the grain grown on the Ford place.

MINNESOTA

Barrett, Minn.—The Barrett Grain Co. will build an elvtr.

Kensington, Minn.—The Farmers Elvtr. Co. will repair its elvtr.

Kenyon, Minn.—The Farmers Elvtr. Co. has remodeled its elvtr.

Litchfield, Minn.—Elmer Evenson is mgr. of the Farmers Elvtr. Co.

Albert Lea, Minn.—The Speltz Grain & Coal Co. is improving its elvtr.

Silver Lake, Minn.—The elvtr. of the Pacific Elvtr. Co. has been opened.

Hawley, Minn.—I am now mgr. for the Monarch Elvtr. Co.—C. T. Culver.

Bird Island, Minn.—The Crown Elvtr. Co. will open its elvtr. at an early date.

Karlstad, Minn.—A farmers elvtr. company will be organized at this station.

Dovray, Minn.—An effort is being made to organize a farmers elvtr. company.

Hancock, Minn.—Welsh & Lang have bot the elvtr. of the Duluth Elvtr. Co. here.

Alberta, Minn.—T. M. McLaren has resigned as mgr. for the Farmers Elvtr. Co.

Edgerton, Minn.—We have sold our elvtr. at this point.—C. C. Wyman & Co., Minneapolis.

Gary, Minn.—The Farmers Elvtr. Co. will be dissolved as soon as all stocks can be called in.

Franklin, Minn.—The Independent Elvtr. Co., Wm. Fox, prop., is building a new corn crib.

Lester Prairie, Minn.—I am now mgr. for the Farmers Co-operative Elvtr. Co.—P. C. Spencer.

Herman, Minn.—Wm. Kirkhom has succeeded W. E. Idler as mgr. for the Farmers Elvtr. Co.

Hanska, Minn.—A concrete foundation has been put under the elvtr. of the Gt. Western Grain Co.

Plummer, Minn.—The Farmers Elvtr. Co. has elected directors and will build or buy an elvtr. at once.

Blue Earth, Minn.—The Farmers Elvtr. Co. has installed a Fairbanks-Morse automatic scale in the elvtr.

Newfolden, Minn.—O. H. Paulson, of Ypsilanti, N. D., is now mgr. for the Farmers & Merc. Elvtr. Co.

Oklee, Minn.—A new office will be erected by the Farmers Elvtr. Co. and a new outside scale will be installed.

Castle Rock, Minn.—Paul Dilley, of Drayton, N. D., has succeeded A. H. Layford as mgr. of the Farmers Elvtr. Co.

Granada, Minn.—It is reported that the Granada Grain & Impl. Co. will discontinue business and sell the elvtr.

St. Paul, Minn.—The contract for the \$150,000 terminal elvtr. of the Equity Exchange will be let in a few days.

Doran, Minn.—I am now operating the elvtr. I recently bot from the St. Anthony & Dakota Elvtr. Co.—J. J. Brady.

Slayton, Minn.—Chas. Zeiner has secured an interest in the elvtr. of the Hubbard & Palmer Co. at this station.

Canby, Minn.—I have bot the elvtr. of the Hanson Elvtr. Co. and that company has been discontinued.—Ed. Erickson.

Marshall, Minn.—The Atlas Elvtr. Co. which recently succeeded G. W. Van Dusen at this station, will build an elvtr.

Westport, Minn.—The elvtr. of the Gt. Western Grain Co. is being overhauled.—O. E. Krueger, mgr. Monarch Elvtr. Co.

Ottertail, Minn.—We are overhauling our elvtr. and putting it into good shape.—Henry Naller, agt. Northland Elvtr. Co.

Villard, Minn.—Glenn Lee is reported as the new agt. for the Gt. Western Grain Co. here.—O. E. Krueger, Monarch Elvtr. Co., Westport.

St. Paul, Minn.—The state highway com's'n has authorized the expenditure of \$131,500 for the improvement of the state highways.

Canby, Minn.—Henry Legas formerly with the National Mlg. Co. Minneapolis, is now mgr. for G. W. Van Dusen & Co. at this point.

Odesa, Minn.—The Empire Elvtr. Co. has painted and repaired its elvtr. The plant of the Odesa Mlg. Co. is closed.—Farmers Elvtr. Co.

Morgan, Minn.—The report that Gust Kamholz is sec'y of the Farmers Elvtr. Co. is incorrect. Our sec'y is John Welter.—E. Menk, mgr.

Nashua, Minn.—We are making many needed improvements and have installed a new cleaner and a car loader.—J. L. Cohen, mgr. Farmers Elvtr. Co.

Fairmont, Minn.—G. F. Hine, mgr. for the Western Elvtr. Co. at this station for the last 7 years, has bot the elvtr. and will now operate it on his own account.

Worthington, Minn.—Work is progressing on the elvtr. of the Farmers Elvtr. Co. The building will be 34x37 ft. with a 47-ft. crib. J. E. Carlson has the contract.

Hutchinson, Minn.—Steps are being taken by a number of members of the American Society of Equity to organize a second farmers elvtr. company at this point.

Palmer (Waseca p. o.), Minn.—The recently organized farmers elvtr. company has been incorporated as the Palmer Elvtr. & Merc. Co. An elvtr. will be built at once.

Springfield, Minn.—The foundation for the new 40,000-bu. elvtr. of the Springfield Mlg. Co. is nearly completed and work will be started on the superstructure at an early date.

Terrebonne, Minn.—The Terrebonne Mlg. Co. has let contract for the construction of a new mill and elvtr. to replace the plant burned some time ago and work will start at once.

Kasson, Minn.—We have taken down our studded elvtr. and put up a cribbed house. Have a cement basement and manlift and will install motors later.—C. M. Beeman, mgr. Farmers Grain & Stock Co.

Crookston, Minn.—The Cronin Elvtr. Co. incorporated; capital stock \$10,000; officers and incorporators, Con Cronin, Georgetown, pres.; Herbert Basgen, Crookston, vice-pres.; and Marguerita A. Cronin, sec'y-treas.

Ellsworth, Minn.—Jos. Redmond, of Sibley, Ia., is now mgr. for L. B. Spracher & Co., who recently bot the elvtr. of Jas. McRoberts at this station. The elvtr. is being overhauled and put into first class condition.

Grogan, Minn.—The sale of the elvtr. by C. L. Olsen and J. J. LaDue a year ago to the P. B. Mann-Anchor Co., bankrupt, will be rescinded by Alexander McCune, referee in bankruptcy, subject to the approval of the creditors.

Barnesville, Minn.—Fire that started under the elvtr. of the Barnesville Roller Mills, destroyed the plant at 11:45 p. m., July 29. It is believed that the blaze was caused by tramps. T. E. Cannon, prop., places his loss at \$5,000.

East Grand Forks, Minn.—Two carpenters fell a distance of 30 ft. while working on the new elvtr. of the Crookston Mlg. Co., Crookston, Minn., July 30. Both were badly shaken up and bruised, but not seriously hurt altho they landed on a hardwood floor.

Hoffman, Minn.—Our elvtr. was empty at the time of the recent fire and we carried insurance almost enuf to cover our loss, the actual loss to us being \$700. We have purchased the elvtr. of the Atlantic Elvtr. Co. and will begin operation again in a few days. Thos. Halvorson, formerly Atlantic agt., will be mgr. for us.—Farmers Grain Co.

Hawley, Minn.—J. C. Harrington, formerly agt. for the Monarch Elvtr. Co., has moved to Grand Forks, N. D.—P. M.

Hallock, Minn.—We have installed a new loading spout in our elvtr. and made other repairs, including a new foundation under the house. The Farmers Elvtr. Co. is building a corn crib, installing an Owens Cleaner, new pan and double leg and putting a new foundation under the elvtr.—S. Scott, agt. St. Anthony & Dakota Elvtr. Co.

Beardsley, Minn.—Dan Coughlin is mgr. for the Farmers Elvtr. Co., which recently bot the elvtr. of the Gillette Elvtr. Co. J. E. Arnold, mgr. for Grier Bros., has bot an elvtr. at Flandreau, S. D., and has moved to that point. The Cargill Elvtr. Co. has put a concrete foundation under its elvtr. and made other improvements.—C. E. Dittes, mgr. Dittes Bros.

DULUTH LETTER.

Duluth, Minn.—The annual meeting of the joint state board of grain appeals will be held in this city Aug. 10. Grades of grain for the coming year will be established.

Gilbert E. Petterson and H. I. Nicholin have been admitted to membership in the Board of Trade and the memberships of Peter H. Merritt and A. J. Kennebrook have been withdrawn.

A memorial to Ward Ames, one of the leading grain men of the city, who died recently, will be built by Ward Ames, Jr., and J. H. Barnes, surviving members of the Barnes-Ames Co. It will consist of a building for the boys' dept. of the Y. M. C. A. and will cost \$60,000. Mr. Ames, Sr., was an active member of the ass'n and carried the cause of the boys close to his heart.

Duluth, Minn.—Allen D. Goodman, vice-pres. and mgr. of the Universal Mlg. Co. died July 28 at the age of 56. Death came at the end of an active day spent on the Board of Trade, of which he had been a member for many years. Mr. Goodman did not complain of being ill until 5 min. before he died. Death was due to a stroke of apoplexy. He came to this city in 1900 and became associated with the grain interests at once. He was one of the organizers of his firm and held office from the beginning. He is survived by his widow and a son, a salesman for his father's company.

MINNEAPOLIS LETTER.

The Grain Com's'n Mep's Ass'n held its annual meeting Aug. 3.

Employees of the Russell-Miller Mlg. Co. held their annual picnic July 24 at Spring Park.

R. B. Hancock is now traveling southern Minnesota, northern Iowa and southeastern South Dakota for the Quinn-Shepherdson Co.

John A. Schroeder, mgr. and treas. of the North East Feed Mill Co., died July 24, at the age of 52. He had been ill for the last 8 months.

The Monarch Elvtr. Co., a subsidiary of F. H. Peavey & Co. has bot 15 elvtrs. on the Gt. Nor. in this state and North Dakota. The elvtrs. were owned by the John R. Marfield Co. and operated as the Federal Elvtr. Co.

As the question of double taxation of memberships in the Chamber of Commerce is now in the courts the Chamber of Commerce recently requested the city board of equalization to cancel the assessments on memberships.

Wm. H. Wylde, a veteran grain dealer of this city, died July 22 at the age of 73. For 30 years he was a well known figure in the grain trade at this market, Milwaukee and Chicago. He has not been actively engaged in business for some time.

The following have been recently admitted to membership in the Chamber of Commerce: Peter H. Merritt; H. M. Stratton; James F. Bell; Louis Hanson; Chas. H. McCarthy; Walter Stanger; Oscar F. Clayton; George F. Orde and A. W. Durin.

Traveling representatives licenses have been issued by the Chamber of Commerce to R. L. Remund, to represent Randall, Gee & Mitchell; S. L. Johnson, to represent McCarthy Brothers Co.; Ralph M. Davies, to represent F. M. Davies & Co.; E. W. Angus, to represent McCaul-Dinsmore Co.; L. M. Harrington, to represent Brown Grain Co.; Dan Sweeney, to represent McCabe Brothers Co. The following memberships have been transferred: J. K. Elliot to H. M. Stratton; M. E. Scroggins to Peter H. Merritt; D. N. Winton to Louis Hanson and S. L. Johnson to Chas. H. McCarthy. J. P. Hennessey has requested the transfer of his membership to H. F. McCarthy and corporate membership privileges have been granted to the Donahue, Stratton Co.

MISSOURI

Lockwood, Mo.—C. S. Ring has bot the elvtr. of H. H. Steele & Co.

Pleasant Green, Mo.—A. C. Harriman has bot the elvtr. of S. L. Risler.

Macon, Mo.—The elvtr. of Chas. Burkhardt, known as the Macon Elvtr., started operations Aug. 10.

Slater, Mo.—The Slater Mill & Elvtr. Co. will install a 500-bu. per hour grain drier in a new building 12x21x35 ft.

Fortescue, Mo.—J. W. Hill is now operating the elvtr. recently purchased from the J. H. Lynds Mill & Elvtr. Co.

Pattensburg, Mo.—I expect to build a small feed house addition to my elvtr. and may install a feed mill.—John Neal.

Ridgeway, Mo.—C. D. Ury has bot a half interest in the Ridgeway Elvtr., J. F. Redinger, prop., and the new firm will operate as Ury & Redinger.

Urich, Mo.—The Graham Grain Co. has added a 5,000-bu. oat bin addition to its elvtr.—F. H. Kueck & Son, prop. Creighton Mill & Grain Co., Creighton.

Blackburn, Mo.—I have sold my elvtr. to Herman Hortsman of St. Louis and will give possession about Aug. 15. Mr. Hortsman was formerly with his father in the grain business at Alma.—E. L. Frerking.

Creighton, Mo.—We have bot the milling plant of Tucker & Albriston and the Vaughn Elvtr. which we have wrecked. We have put up a new 15,000-bu. house along side the mill.—F. H. Kueck & Son, prop. Creighton Mill & Grain Co.

St. Joseph, Mo.—The St. Joseph Grain Exchange commenced operations Aug. 1 with a membership of 30. A trading floor has been leased in the Corby-Forsee bldg. and com'ites have been appointed to draw up the by-laws and constitution.

Princeton, Mo.—The Alley Grain Co. is remodeling its elvtr. here, installing, shell-ing and cleaning machinery. The elvtr. will be used as a transit house for shell-ing corn and cleaning small grain. The Burrell Engineering & Constr. Co. is doing the work.—A. A. Alley.

Dresden, Mo.—The 15-year old son of E. Barrows was suffocated in the hopper scale bin at the elvtr. of Gorrell & Schacklett, July 22. He with 2 companions were playing in the wheat, unknown to the men in the elvtr. When young Barrows failed to appear in due time, the other boys gave the alarm, but rescuers arrived too late. Only one hand extended above the grain when they reached the bin. The body was removed with difficulty. The house is a new one, just completed, and was loading out its first load of grain when the accident occurred.

KANSAS CITY LETTER.

Thos. J. McDonnell, formerly deputy grain inspector, died Aug. 3 at the age of 35. He has been ill for 3 years.

The membership of F. J. Lingham in the Board of Trade has been posted for transfer to W. H. Burns. The membership sold for \$5,250, including the transfer fee of \$500. B. F. Swartz has been admitted to membership on transfer from W. W. Cowen.

The GRAIN DEALERS JOURNAL.

James D. Barrett, of the Barrett-Day Co., died July 23, after a brief illness.

Mrs. Sarah N. Kaufman, mother of Frank E. Kaufman, died July 17 at the age of 85.

Samuel Logan and Geo. A. Gamble have applied for membership in the Merchants Exchange.

Our company is not the successor of P. P. Connor & Sons Co., which has retired from business. We have started an entirely new business with J. A. Connor, Fowler-Connor & Co.

ST. LOUIS LETTER.

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The Annual-Burg Grain & Mfg. Co. incorporated; capital stock \$50,000; incorporators Roger P. Annan, Sr., Roger P. Annan, Jr., who is pres. of the Merchants Exchange, Jas. H. Albright and Henry Burg. The new company will succeed Annan, Burg & Co., occupying the office of the same.

MONTANA

Butte, Mont.—The Farmers Union company is being organized.

Frederick, Mont.—Work on a new elevator will be started at an early date.

Genesee, Mont.—The Independent Elevator Co. incorporated; capital stock, \$25,000.

Grass Range, Mont.—The Farmers Equity Ass'n has bot the elevator of the Montana Elevator Co.

McJannet, Mont.—McJannet Bros. have let contract for an elevator to replace the house elevator.

Meadell, Columbus p. o., Mont.—Farmers have organized a company and will build a \$10,000 elevator here.

Reft, Mont.—The recently organized Equity Co-operative Ass'n has let contract for a \$10,000 elevator.

Snake Creek, Mont.—The Farmers Elevator Co. has leased a site for its 30,000-bu. elevator on the C. M. & St. P.

Thompson, Mont.—The Farmers Union has let contract for a \$10,000 elevator to be built at once.

Yellowstone, Mont.—It is reported the Farmers Union will buy the elevator of the Yellowstone Grain Co.

Big Timber, Mont.—The new elevator of the Farmers Ass'n is nearly completed and will be ready to handle the new crop.

Plentywood, Mont.—Frank Stone is now mgr. of the 2 elevators of the Farmers Elevator Co.—L. W. Johnson, mgr. Farmers Elevator Co.

Thompson, Mont.—The new mgr. for the Thompson Elevator Co. is L. D. Johnson.

Yellowstone, Mont.—We have just completed a \$10,000 elevator at Yellowstone.—A. R. Johnson, mgr.

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Ross Fork (Meccasin p. o.), Mont.—W. E. Gage is mgr. for the Equity Society.

Bedford, Mont.—M. A. Morgan was elected pres. of the Farmers Elevator Co. at the recent annual meeting and O. J. Brown was reappointed mgr.

Three Forks, Mont.—The Farmers Co-operative Ass'n has bot the elevator of H. F. Antonsen. Tom Harshberger, formerly with the Gribben Grain Co., is mgr.

Hilger, Mont.—Mgr. Roy L. Kneisel of the elevator of the Western Lbr. & Grain Co. at this station, was married July 25 to Miss Jennie S. Rosenbund of Lewistown.

Cascade, Mont.—The foundations for the new elevator of the Cascade Co-operative Equity Society have been completed and work on the superstructure will be started at once.

Great Falls, Mont.—The annual meeting of the Northwestern Grain Dealers Ass'n will not be held until late in the fall, owing to the fact that many of its members are visiting the exposition.

Antelope, Mont.—We have added an oil station to our elevator. The farmers have bot the elevator of the Imperial Elevator Co. and have leased the elevator of the Winter-Truesdell-Ames Co.—Hoven Grain Co.

Lewistown, Mont.—I am now permanently located in this city. Have been doing quite a little jumping around but am settled here now.—P. F. Brown, mgr. of Montana branch of Quinn-Shepherdson Co., Minneapolis.

Roundup, Mont.—The directors of the Commercial Club have registered a protest against the sale of the recently completed elevator of W. P. Ladd to the Roundup Elevator Co., after having carefully considered the testimony of a number of farmers who introduced evidence to show that the transfer of the new elevator was merely a subterfuge and that it was bot by the Roundup Elevator Co. thru an eastern agent. T. W. Crandel, of Minneapolis, was reported to have bot the house.

NEBRASKA

Walthill, Neb.—J. L. Irby is mgr. for D. A. Aitken.

Davey, Neb.—Chas. Nance is now mgr. for a local elevator.

David City, Neb.—Farmers are organizing an elevator company.

Lawrence, Neb.—The elevator of the Duff Grain Co. is being remodeled.

Belvidere, Neb.—Bert Willard is now mgr. for the Shannon Grain Co.

Diller, Neb.—E. L. Light is mgr. for the Central Granaries Co. at this point.

Trumbull, Neb.—The Farmers Union Co-operative Ass'n has been incorporated.

Marion, Neb.—M. A. Hurley, of Marion, is now mgr. for the Marion Equity Union.

Spanning, Neb.—John Warren has resigned as mgr. for the T. B. Hord Grain Co.

Cezard, Neb.—Geo. Doty has succeeded A. J. White as mgr. for the Farmers Elevator Co.

Potter, Neb.—S. C. Houghton has installed a Hall Signaling Grain Distributor.

Rockville, Neb.—I have succeeded Wm. Scott as mgr. for the T. B. Hord Grain Co.—J. E. Pelton.

Jackson, Neb.—The elevator of John McQuinn has been opened with Fred Payne, of Omaha, as mgr.

Marquette, Neb.—The Shannon Grain Co., of Kansas City, Mo., has bot the elevator of W. H. Ferguson.

Omaha, Neb.—N. B. Updike has bot a 1/2 interest of J. S. Hamilton in the Hastings Mgr. Co. at Hastings.

Osmond, Neb.—T. W. Culbertson, of Foster, has succeeded O. W. Trotter as mgr. of the Atlas Elevator Co.

Greely, Neb.—The elevator of the W. T. Barstow Grain Co. has been opened with F. A. Rhynabris as mgr.

Greenwood Park sta. (Kearney), Neb.—I am now mgr. for the Farmers Grain & L. S. Co.—H. E. Beadle.

Hartington, Neb.—The elevator of the Archer Grain Co., which was recently damaged by fire, is being repaired.

Murphy, Neb.—The Aurora Elevator Co., Aurora, is said to be contemplating the erection of another elevator here.

Blue Hill, Neb.—The elevator of the Updike Grain Co. is now in operation, having been thoroughly overhauled after 6 years of idleness.

Stoddard, Neb.—Farmers have bot the elevator formerly owned by Davey Bros. and sold by them to Ricer & Young of Franklin.

Colon, Neb.—Farmers Union Co-operative Ass'n incorporated; capital stock, \$20,000; incorporators G. Burt, Henry Peterson and others.

Stromberg, Neb.—Farmers Grain Ass'n incorporated; capital stock, \$25,000; incorporators J. W. and A. C. Holmquist and A. J. Coleson.

Giltner, Neb.—The recently incorporated Farmers Elevator Co. is now in operation with Frank Bowers as mgr. and C. A. Price, ass't mgr.

Wausa, Neb.—I am out of the grain business. Emil Bloom succeeded me as agt. for the Holmquist Grain & Lbr. Co.—R. W. McConnell.

Helvey, Neb.—I resigned as agt. for the Nye-Schneider-Fowler Co. at Beaver Crossing and am now agt. for the Lincoln Grain Co. here.—J. C. Welch.

Miller, Neb.—Ollie Robbins is now mgr. for the Trans-Mississippi Grain Co. The elevator is being overhauled and will be put into first class condition.

Elmwood, Neb.—Otto Ring will succeed J. E. Olsen as mgr. for the Elmwood Mill & Elevator Co., Mr. Olsen having resigned after 10 years' service on account of ill health.

Lincoln, Neb.—We have permanently closed our office in this city. E. D. Foster is now representing us here.—Chas. W. Lonsdale, pres. Lonsdale Grain Co., Kansas City, Mo.

Colton (Sidney p. o.), Neb.—Temporary elevators are being placed at this station, Lorenzo and Brownson (both mail to Sidney).—L. H. Hazle, agt. Trans-Mississippi Grain Co.

Howells, Neb.—The Farmers Lbr. & Grain Co. has bot the elevator of the Crowell Lbr. & Grain Co., of Omaha, and will take possession Aug. 21. A. Drahota, mgr. for the old company, has been retained as mgr. by the farmers.

Fordyce, Neb.—We are repairing our elevator, and building a 4-ft. wall around it. We have installed a concrete boot pit and made minor repairs so that our house is now in first-class condition.—I. G. Covey, mgr. McCaull-Webster Elevator Co.

Duncan, Neb.—The recently organized Farmers Business Ass'n has let contract for a 22,000-bu. cribbed elevator to be up-to-date in every way. The elevator is to be completed by Oct. 15. Officers of the company are M. Lassek, pres.; John Messing, vice-pres.; P. Dischner, treas., and Henry Blaser, sec'y.

Carroll, Neb.—We have bot the elevator of the Saunders & Westrand Co. and are now in possession. I am not mgr., merely ass't mgr. Wm. B. Hornby is mgr. We will probably make repairs on the elevator this fall, fixing up the driveway and the foundations.—H. FitzSimmons, Farmers Union Co-operative Ass'n.

Motola (Minden p. o.), Neb.—The new 17,000-bu. cribbed elevator of the Farmers Grain & Supply Co. has been completed. It is on a concrete foundation and is rat proof. The equipment includes Fairbanks Engine, Howe Scales, Richardson Automatic Scale and a manlift. G. H. Birchard had the contract.—F. M. Saum, mgr.

Omaha, Neb.—W. H. Chambers, former mgr. for the Peavey Elevator Co., and at one time in business at this market on his own account, was a recent visitor at this market. Mr. Chambers closed out his business several years ago on account of poor health, but he has found the sunny climate of California a benefit and is much improved.

Holdredge, Neb.—Central Nebraska Elevtr. Co. incorporated; capital stock, \$100,000; incorporators Wm. A. Dillworth and Sam'l Dravo.

Omaha, Neb.—The Omaha Elevtr. Co. is the first company to apply for a warehouse license under the new law. It has asked for 20 licenses for its elevtr. at Arlington, Aurora, Bee, Bruno, Cordova, Eldorado, Exeter, Goehner, Gresham, Harvard, Henderson, Houston, McCook, Seward, Stockham, Surprise, Sutton, Swedeburg, Thayer, Wilber and York.

Omaha, Neb.—The Crowell Lumber and Grain Co., July 31 concluded negotiations for the purchase of 19 country elevtrs. in northern Nebraska from the Benson Grain Co. of Heron Lake, Minn. The elevtrs. are located at Bancroft, Emerson, Thurston, Pender, Concord, Coleridge, Wayne, Wakefield, Randolph and Magnet. The Crowell company owned and operated 16 country elevtrs. in Nebraska, besides its big terminal elevtr. in this city, and now has 26 elevtrs. in the state.—M. Kroger, Wayne.

NEW ENGLAND

Enosburg Falls, Vt.—Work has been started on the new elevtr. of L. L. Marsh.

New Bedford, Mass.—Nicholas Whelan, for 40 years with Plummer & Jennings, died July 24.

Boston, Mass.—T. E. Stanley, of La Crosse, Wis., has applied for membership in the Chamber of Commerce.

Framingham, Mass.—Geo. E. Cutler, for many years in the grain and milling business here, died Aug. 4, at Island Falls, Me., at the age of 91.

Billerica, Mass.—Elmer E. Cole, for many years in the grain and milling business here, died suddenly July 29, at Bethlehem, N. H., while on an automobile trip. He was prop. of the Cole elevtr. and mill.

Providence, R. I.—The Supreme Court of Rhode Island has affirmed the verdict of the superior court giving A. Bigelow Adams judgment against John R. White & Son for \$160, at \$20 per month, for wharfage, on account of defendant's vessels discharging cargo and overlapping plaintiff's wharf for 109 ft. and obstructing the water side of his warehouse and grain elevtr.

NEW JERSEY

Pennington, N. J.—C. H. Bahronberg has engaged in the grain business here.—J. H. Morse, Hopewell.

NEW YORK

Buffalo, N. Y.—The Modern Cereal Co. will install two feed and grain mixers and a screenings grinder.

Buffalo, N. Y.—The H-O Co. will build a two-story steel and concrete addition to its plant at a cost of \$2,500.

Buffalo, N. Y.—The Connecting Terminal Elevtr. Co. will build a new marine tower, increasing the capacity of the plant.

Cape Vincent, N. Y.—So far as I know there is no truth in the rumor that we contemplate building an elevtr. here.—Walter B. Pollock, mgr. Marine Dept. N. Y. C. Ry. Co.

Troy, N. Y.—The contract for the new 50,000-bu. concrete annex to the elevtr. of the Bouttell Mfg. Co., and for a warehouse and rye mill has been let to Deverell, Spencer & Co.

New York, N. Y.—The com'lite on grain of the New York Produce Exchange has adopted the following resolution: That the discounting of grain be handled in the same way as in past year, with the exception that a fee of 20 cents per car be made on each car discounted, said fee to be paid by the New York receiver of the grain, who may assess the shipper half of the charge, this action to take effect as of July 20, 1915.—L. W. Forbell & Co.

NORTH DAKOTA

Parshall, N. D.—W. F. Blum will build an elevtr.

Logan, N. D.—Another elevtr. will be built at this station.

Bathgate, N. D.—The Farmers Elevtr. Co. is repairing its elevtr.

Burlington, N. D.—Farmers are organizing an elevtr. company.

Voltaire, N. D.—Farmers are talking of building another elevtr.

Elliot, N. D.—The Farmers Elevtr. Co. has installed a cleaner.

Rock Lake, N. D.—Farmers are organizing an elevtr. company.

Sweetwater, N. D.—The Farmers Grain Co. will remodel its elevtr.

Clement, N. D.—Farmers are interested in the building of an elevtr.

Fullerton, N. D.—The Fullerton Elevtr. Co. is improving its driveway.

Kelso, N. D.—Our new potato warehouse is 24x52 ft.—Equity Elevtr. Co.

Braddock, N. D.—The Farmers Equity Union will build an elevtr. here.

Alsen, N. D.—The Atlantic Elevtr. Co. is building an addition to its elevtr.

Munich, N. D.—The Dodge Elevtr. Co. has bot the elevtr. of the Anchor Grain Co.

Conway, N. D.—I am now agt. for the Lybeck Grain Co.—Wenceso O. Hondek.

Portland, N. D.—The Monarch Elevtr. Co. has bot the elevtr. of the Federal Elevtr. Co.

Irksier, N. D.—The Gt. Western Grain Co. has bot the elevtr. of the Heising Grain Co.

St. Thomas, N. D.—The Monarch Elevtr. Co. has placed a new foundation under its elevtr.

Williston, N. D.—The Farmers Elevtr. Co. has installed a Fairbanks-Morse Automatic Scale.

Havana, N. D.—The Farmers Elevtr. Co. will repair its elevtr. before the new crop moves.

Shields, N. D.—The Empire Elevtr. Co. has opened its elevtr. with Chas. Neuman in charge.

Guelph, N. D.—The Northwestern Elevtr. Co. has been opened with H. A. Anderson as mgr.

Ree Heights, N. D.—Farmers have organized an elevtr. company and will build an elevtr.

Oriska, N. D.—J. W. Brenner, formerly agt. for the Andrews Grain Co. has moved away.—B.

Wahpeton, N. D.—The Farmers Elevtr. Co. is contemplating the building of another elevtr.

Velva, N. D.—The Farmers Elevtr. Co. has let contract for a 20,000-bu. elevtr. to T. E. Ibberson.

Halliday, N. D.—I have succeeded J. P. Havens as agt. of the Powers Elevtr. Co.—O. H. Braaten.

Odeasa, N. D.—The Farmers Equity Union has bot the elevtr. of Hintz & Son, paying \$5,500 for it.

Lansford, N. D.—The Farmers Elevtr. Co. has sold its elevtr. and is out of business.—J. E. O'Hara, Minot.

Willow City, N. D.—The Farmers Elevtr. Co. has let contract for a \$6,425 elevtr. to the Western Constr. Co.

Leeds, N. D.—Cullen Bros. have bot 5 elevtrs. located at this station, Mapes, Tokio, Hammar and Eppings.

Carrington, N. D.—New machinery is being installed in the elevtr. of the Hammer Halvorsen Beer Elevtr. Co.

Edmore, N. D.—O. V. Lundberg of Fairdale, has succeeded Mgr. Widness with the Farmers Shipping & Supply Co.

Tolley, N. D.—The Farmers Elevtr. Co. has let contract to Honstain Bros. for a 40,000-bu. elevtr. to cost \$7,400.

Silverleaf, N. D.—The Farmers Elevtr. Co. has been organized with John Skoglund, pres., H. H. Perry, sec'y and Wm. Poykko, treas.

Erie, N. D.—We have installed a Foss-ton Cleaner in our elevtr. I am now mgr.—C. W. Clark, Farmers Elevtr. Co.

Hague, N. D.—I expect to install a hopper scale, new spouting, etc., in my elevtr. this fall.—F. Sahli, Sahli Elevtr. Co.

Minto, N. D.—H. R. Adams, of Reynolds, is now mgr. of the Farmers Elevtr. Co. The elevtr. has been thoroughly overhauled.

Crosby, N. D.—The farm elevtr. of Paul Person, near here, was recently struck by lightning and burned to the ground.

Rahme, N. D.—The Farmers Equity Union is overhauling its elevtr. and will have it in first-class shape for the new crop.

New Rockford, N. D.—The elevtr. of the Gt. Western Grain Co. is being overhauled. A new foundation has been put under it.

Verona, N. D.—The new elevtr. of the North Star Grain Co. has been completed and is in operation. James Dunn is mgr.

Roth, N. D.—I am now mgr. for the Farmers Elevtr. Co. at Homestead, Mont.—L. W. Johnson, formerly mgr. Farmers Elevtr. Co.

Columbus, N. D.—I have succeeded Mgr. Loifgren with the Northland Elevtr. Co. Mr. Loifgren recently committed suicide.—H. C. Johnson.

Portal, N. D.—I now own and operate the elevtr. of the Farmers Elevtr. Co. under the name of the Portal Grain Co.—Roy S. Kell, Minot.

Souris, N. D.—The Winter-Truesdell-Ames Co. is overhauling its elevtr. and will have it in first class condition by the time new grain moves.

Mooreton, N. D.—We have bot the elevtr. of the Andrews Grain Co. and will operate two elevtrs. this season.—E. E. Bailey, mgr. Farmers Elevtr. Co.

Calio, N. D.—I am now agt. for the Minnekota Elevtr. Co. at this station.—L. L. Kruchten, formerly mgr. for the Farmers Elevtr. Co., Agate.

Belfield, N. D.—N. J. Steffen, formerly mgr. and ass't sec'y of the Belfield Farmers Elevtr. Co., is out of the grain business. He is now farming.—B.

Cando, N. D.—We expect to have our new mill in operation Sept. 1. It will be run in connection with our elevtr.—A. H. Lean, mgr. Cando Elevtr. Co.

Hebron, N. D.—Fred Braun, Jr., for many years mgr. of the local elevtr. of the Powers Elevtr. Co. has resigned and bot the elevtr. of the Farmers Elevtr. Co.

Watford, N. D.—Recently elected officers of the Farmers Elevtr. Co. are J. G. Walla, pres., H. H. Johnson, vice-pres., J. C. Zeller, sec'y and O. K. Holm, treas.

Tuttle, N. D.—The recently organized Farmers Educational & Co-operative Union Elevtr. Co. has let contract to C. H. Benson for a 40,000-bu. elevtr.—Geo. J. Lybeck.

Sheldon, N. D.—The improvements on the elevtr. of the Farmers Elevtr. Co. are assured, the directors having voted the necessary amount at the last meeting.

Dazey, N. D.—The Farmers Elevtr. Co. is making improvements in its elevtr. putting in a new double leg for cleaner, a direct spout and distributor.—O. H. Hoveland, mgr.

Ayr, N. D.—I have bot the elevtr. of the Winter-Truesdell-Ames Co. at this station and am now in possession.—Wm. Halter, formerly mgr. Farmers Union Merc. Co., Almont.

Mohall, N. D.—Recently elected officers of the Farmers Elevtr. Co. are Fred Nolting, pres.; A. B. Stromswald, vice-pres.; Thos. Fitzmaurice, sec'y, and A. M. Tolan, of Rugby, mgr.

Gardner, N. D.—C. B. Pritchard, formerly mgr. for the Farmers Elevtr. Co., is now on the road for Quinn, Shepherdson & Co., of Minneapolis. Mgr. Fuller has succeeded him at the elevtr.

Elgin, N. D.—The Benson, Newhouse, Stabeck Co., of Minneapolis, has let contract for a 40,000-bu. elevtr. at this point.—R. E. Sanborn is the new mgr. for the Farmers Elevtr. Co.

Deering, N. D.—The Victoria Elvtr. Co. has bot the elvtr. of the Imperial Elvtr. Co.

Almont, N. D.—C. M. Smestad, formerly agt. for the Occident Elvtr. Co., has succeeded me as agt. for the Farmers Union Merc. Co. I resigned having bot an elvtr. at Ayr.—Wm. Halter.

Minot, N. D.—McKoane Bros. have bot the elvtr. of A. L. Robb and will operate as the McKoane Grain Co. No farmers elvtr. will be built this fall as has been reported—Farmers Grain Ass'n.

Makoti, N. D.—The Farmers Elvtr. Co., which is controlled by the farmers company at Ryder, has decided to incorporate on its own account and will be operated independently of the other company.

Menoken, N. D.—The recently organized Farmers Union Elvtr. Co. has let contract for a 40,000-bu. elvtr. to be completed in time to handle the new crop. The company has a capital stock of \$10,000.

Steele, N. D.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; H. I. Schnautz, sec'y. The new company has let contract for a 40,000-bu. elvtr. to cost \$8,000 and to be ready for the new crop.

Robinson, N. D.—The Farmers Union Elvtr. Co. has been organized with L. Williamson as pres., F. Bon, sec'y, and A. O. Segren, treas. The company expects to have its elvtr. ready when new grain begins to move.

Moselle (Wyndmere p. o.), N. D.—We have built new coal and flour sheds in addition to our elvtr. I have been retained as mgr. for another year. The Osborne-McMillan Elvtr. Co. has opened its elvtr. with Wm. Heaffner in charge.—Stanley Jackson.

Grandin, N. D.—Frank Russell has succeeded H. W. Reynolds as mgr. of the Farmers Elvtr. Co., which has installed a Fosston Cleaner. R. F. Gunkelman is agt. for the Farmers Grain Co., which will overhaul and repair its elvtr. There are 2 farmers elvtr. companies here.

Deering, N. D.—The St. Anthony & Dakota Elvtr. Co. has bot the elvtr. of the Heising Grain Co. G. T. Bohan, agt. for the Heising company, will remain as mgr. for the new owners. It is reported that the St. Anthony & Dakota Elvtr. Co. have bot all of the Heising elvtrs. in this state.

Gardner, N. D.—H. W. Reynolds, formerly agt. for the Farmers Elvtr. Co. at Grandin, is now mgr. of the recently incorporated Gardner Grain Co. Associated with Mr. Reynolds are J. W. Dynes, Fargo; H. J. Gowenlock, Gardner, and D. Fisher and myself, of Grandin.—R. F. Gunkelman, Grandin.

Deapolis, N. D.—The Bismarck Elvtr. & Investment Co. has been granted a new trial in the suit brot by the State Bank of New Salem to recover the value of certain wheat alleged to have been hauled by a tenant to defendant's elvtr. The bank held a mortgage on the crop. The Supreme Court of North Dakota held that the evidence of delivery to the elvtr. was insufficient, the road over which the tenant hauled the wheat leading also to another elvtr.

Leeds, N. D.—Our loss in the fire of June 26 was fully covered by insurance. The elvtr. was struck by lightning at 3:15 and was burned to the ground. We have let contract for a new 50,000-bu. elvtr. to be erected on the old foundations and will make every effort to have the new house completed by Sept. 10. Will start work as soon as the lumber arrives. Our equipment will include 15-h.p. engine, 2 stands of legs with 6x12 and 6x11 cups, manlift, 360-bu. Fairbanks Hopper Scale, Fosston Cleaner, dump scale and platform dump.—James Burtron, Jr., mgr. Farmers Elvtr. Co.

OHIO

Convoy, O.—I am now mgr. of the Convoy Equity Exchange.—E. R. Rader.

Sherwood, O.—Raymond P. Lipe & Co., of Toledo, are building an elvtr. here.

Cincinnati, O.—The Ferger Grain Co. will install a Hess Out Door Conditioner.

Green Camp, O.—The Green Camp Grain Co., R. R. Gill, prop., is a new firm here.

St. Johns, O.—Richard Walters, Sr., of Jackson Center, has bot an elvtr. and will move to this city.

Rosewood, O.—The Rosewood Grain Co. incorporated; capital stock \$20,000; incorporator Geo. E. Stephenson.

Cincinnati, O.—The Early & Daniel Co. will build another warehouse of brick and concrete. It will be 42x114 ft.

Clyde, O.—Farmers are organizing an elvtr. company. Geo. Jackson, A. Bookmyer and C. R. Wott are interested.

Boughtonville, O.—I have bot the elvtr. of H. H. Sibbet, taking possession Aug. 2.—W. W. Firestone, formerly at West Salem.

Columbia, O.—Sears & Decker will build a 10,000-bu. cribbed, iron clad elvtr. It will be modern thruout. J. A. Horn has the contract.

Mt. Heron (station name, Rushs), O.—We have sold our grain business to Chas. Douglas, R. F. D. 4, Greenville.—Bailey & Teegarden.

Bremen, O.—We have sold our mill and elvtr. to the Brown-Burnworth Co. The company is composed of local farmers.—Turner Bros. Co.

College Corner, O.—The Tallewanda Mfg. Co. has leased the plant of the College Corner Elvtr. Co., O. P. Davis, prop., succeeding him in the business.

Brewster, O.—I will build an elvtr. on a concrete foundation at this point. Work will be started as soon as the plans are completed.—E. T. Firestone, Delroy.

Toledo, O.—Standard Elvtr. & Warehouse Co. incorporated; capital stock \$10,000. The new company will provide elvtr. and warehouse facilities for the Toledo Seed & Oil Co. and will operate as a subsidiary of that company.

Trebeins, O.—I have bot the elvtr. and mill of Speer & Downen, formerly owned by the Dewey Bros. Co., and will build a modern plant to take the place of the one burned last November. Will not build a flour mill but will put up an elvtr., feed mill and warehouse. I will use plans designed by the Philip Smith Mfg. Co. and will start work at once.—C. O. Miller.

Marion, O.—The elvtr. of the Marion National Mill Co. was completely destroyed and the mill was badly damaged by the fire of July 18. The fire was discovered on the first floor of the elvtr. at 4:25 a. m. and spread to the mill. The elvtr. contained about 500 bus. of wheat and a quantity of corn and oats. The total loss is placed at \$50,000 and is not entirely covered by insurance. The office in front of the elvtr. was damaged, but all books and papers were carried to safety. John D. Owens is pres. of the company and H. W. Fish mgr.

Coshocton, O.—We have let contract for a 23,000-bu. monolithic re-inforced concrete elvtr. The design of the storage is a battery. The design of the storage is a battery of four circular bins 12 ft. in diameter by 51 ft. high. The interstice bin will also be used as storage. The roof is surmounted by a circular monitor 12x16 ft. which will house the elvtr. legs and cleaning machinery. The distribution to the bins will be by the spouting system. The machines will all be operated by electricity. The work is to be completed Oct. 1.—T. J. Hanley, pres. Hanley Mfg. Co.

Urbana, O.—The elvtr. of the Penna. Ry. Co., operated by Yocum & Hagenbuch, burned at 10:30 p. m., July 30. The building was of pine, having been erected in 1868, with a tin roof. The fire had gained such headway when discovered that nothing could be done to save the house. The elvtr. was practically empty, containing only 250 bus. of corn and half a car load of wheat. The loss to the operators was about \$1,200 on grain and machinery, the total loss being \$3,000. It is partially covered by insurance. Mr. Hagenbuch says that the company have made no plans as yet but he is of the opinion that the R. R. Co. will not rebuild.

Montpelier, O.—The Post & Dawson Hay & Grain Co., of Bryan, has bot the elvtr. of the Montpelier Banking Co., formerly operated by the H. D. Raddatz Grain Co.

OKLAHOMA

Kremlin, Okla.—W. R. Richardson is now mgr. for the Farmers Elvtr. Co.

Hooker, Okla.—I am now mgr. for the Hooker Equity Exchange.—Geo. Meader.

Mountain View, Okla.—I. W. Gray is now buyer for the Mountain View Grain Co.

Fletcher, Okla.—I have succeeded J. B. Hallum and now operate the elvtr.—B. C. Hallum.

Supply, Okla.—M. H. Ford has succeeded S. M. Owen as mgr. for the C. B. Cozart Grain Co.

Fountain Park, Okla.—The Blackwell Mill & Elvtr. Co., of Blackwell, may build an elvtr. here.—S.

Perkins, Okla.—I have leased my elvtr. to E. R. Hert and he is now in possession.—E. M. Wool, Cleora.

Lawton, Okla.—I am now with the Walker Flour Mills in this city.—A. W. Fertig, formerly at Ft. Cobb.

Checotah, Okla.—We will put our new elvtr. into operation Aug. 10.—W. M. Staley, Checotah Mill & Elvtr. Co.

Seminole, Okla.—The new elvtr. of the Seminole Mill & Elvtr. Co. was completed Aug. 1 and is now in operation.

Nelson, Okla.—This is a new station on the Santa Fe. between Jet and Nash, and an elvtr. will probably be erected later on.

Gage, Okla.—The auction sale of the plant of the Gage Roller Mills was held July 30. The plant includes a 30,000-bu. elvtr.

Miami, Okla.—The Miami Hay & Grain Co. has let contract for a 50,000-bu. elvtr. Work has been started and the house will be rushed to completion.

Cleora, Okla.—Officers of the recently organized Cleora Grain Co. are myself pres. and Oscar Dow sec'y-treas. Our new elvtr. is nearly completed.—E. M. Worl.

Davidson, Okla.—We have bot the elvtr. of the Texas-Oklahoma Grain Co. R. L. Case is sec'y of the recently incorporated company and W. P. Jones pres. and mgr.—Jones Grain Co.

Woodward, Okla.—The new elvtr. of the Electric Sanitary Mill, owned by the Woodward Cotton Co., has been completed and is now in operation with W. A. Berrian as mgr.

Prague, Okla.—The Okemah Grain Co., Okemah, has opened an office in this city with A. G. Flauger, of Oklahoma City, in charge. The company plan to build an elvtr. here later.

Okemah, Okla.—The new elvtr. of the Okemah Grain Co. will be completed Sept. 15. The house will be 26x30 ft. and 55 ft. high. E. W. Sibley, mgr., has opened offices in the city pending the completion of the elvtr. J. Keele is office mgr.

Davidson, Okla.—Jones Grain & Elvtr Co. has been incorporated. It was recently incorporated as the Jones Grain Co. but has been reorganized and will now operate under the above name. Incorporators of the new company are W. P. and Maud Jones and R. L. Case.

Locust Grove, Okla.—W. A. Talbot, formerly with our company, has let contract to A. F. Roberts for an 8,000-bu. elvtr. to be completed Sept. 15. It will be operated as the W. A. Talbot Grain Co. We will not build as reported.—Aylsworth-Neal-Tomlin Grain Co., Kansas City, Mo.

Anadarko, Okla.—The Powell-Tabb Grain Co. has been dissolved. Mr. Powell is operating as L. H. Powell & Co., at Wichita, Kan., and I am operating as the Tabb Grain Co. with headquarters at Dodge City, Kan. The elvtrs. at Temple and Apache were sold to Wm. Dean of Guthrie.—C. A. Tabb.—The Tabb Grain Co. is operating the elvtr. here.

Muskogee, Okla.—Muskogee Mill & Elvtr. Co. incorporated; capital stock \$5,000; incorporators, R. L. Mosier, N. E. Reynolds and Thos. Lay.

Oklahoma City, Okla.—C. A. Tillman, Frederick; J. E. Jarvis, Isabella; McCrummen & Co., Paoli, and Ooley & Brown, Fargo, are out of business. Cress & Robinson, of Gage, have succeeded the last named firm and at Anadarko the Tabb Grain Co., of Dodge City, Kan., has succeeded The Powell-Tabb Grain Co.—C. E. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Bartlesville, Okla.—Schonaerts & Co. have completed the erection of several large steel tanks and will handle all kinds of grain this fall. The company is interested in the plan to build a mill and elvtr. at this station. It is reported that E. J. Clancy of Little Rock, Ark., has deposited a sum of money at the bank to show his good intention in regard to erecting the plant and has asked the city to contribute \$1,000 for the project. If this is done he will build the elvtr. and mill at once.

Oklahoma City, Okla.—The following were recently admitted to membership in the Oklahoma Grain Dealers Ass'n; Bromide Cotton & Grain Co., Bromide; Cleora Grain Co., Cleora; Floyd Cooper & Co., Maysville; Ray Foreman, Gate; Granite Grain Co., Granite; Guthrie Cotton Oil Co., Guthrie; Mangum Mfg. Co., Mangum; Lon L. Moore, Pauls Valley; Okemah Mill & Elvtr. Co., Okemah; Chas. C. Peebles, Amorita; J. N. Voorhees Grain Co., Fairview; Woodward Cotton Co., Woodward, and Lee D. Jones, Memphis, Tenn.—C. F. Prouty, sec'y.

OREGON

Metolius, Ore.—The Central Oregon Mfg. Co., John Seethoff, prop., is building a 5 000-bu. elvtr. and a 200-bbl. mill.

Haines, Ore.—We are moving our Rock Creek Mill to this city and will build a new warehouse and elvtr. as soon as the mill is located here.—Baker Mill & Grain Co., Baker.

Portland, Ore.—The Northern Grain & Warehouse Co. has increased its capital stock from \$100,000 to \$250,000. New officers are A. Cohn, pres., J. P. Livingston, vice-pres. and Lee Boyer, sec'y-treas.

Portland, Ore.—Robert Kennedy, vice-pres. and mgr. of the Pacific Coast Elvtr. Co., died July 20 after a brief illness following an operation for gall stones. Mr. Kennedy came to this city 21 years ago as mgr. of the grain buying dept. of the Portland Flouring Mills Co., which took over the Pacific Coast Elvtr. Co. at that time. For a number of years he was grain expert for the company and for the last 15 years has held the offices of vice-pres. and mgr. of the elvtr. company. He was also chairman of the grain standard committee of the Chamber of Commerce at the time of his death. He was 54 years old and is survived by his widow and one son. The Merchants Exchange adopted resolutions of sympathy. He was well known to the grain trade of the northwest and will be greatly missed by his many friends and associates.

PENNSYLVANIA

Landisville, Pa.—A. H. Hoffman, Inc., incorporated; capital stock, \$40,000. The company will deal in seeds and grain.

Philadelphia, Pa.—Ex-pres. Antonio Sans of the Commercial Exchange is not recovering his health as rapidly as expected and has gone to a sanitarium for treatment.

Pittsburgh, Pa.—The offices of the Grain & Hay Exchange have been redecorated and members are well pleased with the change in the appearance of the exchange.

Philadelphia, Pa.—The contract for the new 1,000,000-bu. addition to the Girard Point Elvtr. has been let to Jas. Stewart & Co. who had the contract for the main elvtr. also. The addition will be of reinforced concrete and similar to the elvtr.

SOUTH DAKOTA

Lennox, S. D.—The Shanard Elvtr. Co. has sold its elvtr. at this station.

Lane, S. D.—J. W. Ayers is now buyer for the Farmers Elvtr. Co.

Canton, S. D.—P. S. Paulson is the new pres. of the Farmers Elvtr. Co.

Raymond, S. D.—I am now agt. for G. W. Van Dusen & Co.—H. S. Thorp.

Madison, S. D.—The Farmers Elvtr. Co. has installed a Eureka Separator.

Chester, S. D.—E. E. Halfhill is now mgr. for the Farmers Elvtr. Co.

Vayland, S. D.—Chas. Bormann is now mgr. for G. W. Van Dusen & Co.

Florence, S. D.—M. Gabert, of Leola, is now mgr. for the Pacific Elvtr. Co.

Miller (West Hand p. o.), S. D.—Farmers are trying to organize an elvtr. here.

Corsica, S. D.—Geo. Schmitt has been re-elected mgr. for the Farmers Elvtr. Co.

Lyons, S. D.—N. Haugen has succeeded E. A. Berven as mgr. of the Farmers Elvtr. Co.

Aberdeen, S. D.—E. Hildebrandt has bot an interest in a local elvtr. and will be mgr.

Egan, S. D.—J. H. Glow is remodeling the elvtr. recently purchased from W. Z. Sharp.

Ravinia, S. D.—Carl Hennies is now mgr. for Capt. Steckler, who now owns the Burbeck Elvtr.

Norden, S. D.—Geo. P. Sexauer & Son have bot the elvtr. of Abraham & Schultz at this station.

Conde, S. D.—I bot the elvtr. of the Gt. Western Elvtr. Co. and will manage it myself.—G. H. Smith.

Ortley, S. D.—F. E. Long has installed a manlift and a Richardson Automatic Scale in his elvtr.

Pollock, S. D.—The elvtr. of M. DeBoers was recently seriously damaged when struck by lightning.

Canastota, S. D.—The elvtr. of the McCook County Grain Co. is being overhauled and thoroly repaired.

Mansfield, S. D.—The Farmers Elvtr. Co. is wrecking its elvtr. and will build a modern house on the site.

Hetland, S. D.—J. L. Crothers was elected pres. of the Farmers Elvtr. Co. at its recent annual meeting.

Newark, S. D.—The Farmers Elvtr. Co. has installed a grain cleaner, feed grinder, and new engine in its elvtr.

Morristown, S. D.—The Equity Union has bot the elvtr. of the Farmers Elvtr. Co. and is in possession. A. K. Moehn is mgr.

Murdo, S. D.—We have succeeded Lemon & Co. and will operate as the Murdo Elvtr. Co.—E. B. Townsend, Townsend Bros.

Wentworth, S. D.—The Farmers Elvtr. Co. has let contract to the Grain Dealers Supply Co. for the repairing of its elvtr.

Groton, S. D.—I am now mgr. for the Merchants Elvtr. Co.—Elmer Heitman, formerly of Cargill Elvtr. Co., Huffton.

Tyndall, S. D.—J. O'Neill, of Mission Hill, is now mgr. for the Farmers Elvtr. Co., succeeding Geo. McClafflin, who resigned.

Bath, S. D.—A farmers equity elvtr. company is being organized.—H. H. Sands, mgr. Farmers Equity Exchange, Aberdeen.

Letcher, S. D.—The Farmers Elvtr. Co. will overhaul and repair its elvtr. The Grain Dealers Supply Co. will do the work.

Wolsey, S. D.—The Farmers Equity Union & Exchange has bot the elvtr. of the Farmers Elvtr. & Mfg. Co. T. R. Hilbert is mgr.

Flandreau, S. D.—J. E. Arnold, formerly mgr. for Greler Bros., Beardsley, Minn., has bot an elvtr. here and will operate it on his own account.

Youngs Spur (Ashton p. o.), S. D.—R. D. Hecla will be mgr. of the new \$7,735 elvtr. to be erected at this station by the Farmers Elvtr. Co.

St. Lawrence, S. D.—Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators D. Conkey, F. B. Calkins, F. Hudson and others.

Ipswich, S. D.—Farmers have organized an elvtr. company and will build an elvtr.

Thunderhawk, S. D.—The Farmers Equity Elvtr. Co. incorporated; capital stock \$10,000; Moses Hackett, Carl Swanson, Jas. A. Gray and others.

Emery, S. D.—Work has been started on the 20,000-bu. elvtr. at this station and it is expected that it will be completed in time for the new crop.

Huffton, S. D.—I have resigned as agt. of the Cargill Elvtr. Co. at this point and will be mgr. of the Merchants Elvtr. Co. at Groton.—Elmer Heitman.

Dell Rapids, S. D.—We have had a very successful year, having a net profit of a little over \$4,000. We think that a good record for our first year.—Farmers Grain Co.

Betts (Mt. Vernon p. o.), S. D.—Officers of the newly organized Farmers Elvtr. Co. are J. C. Lehman, pres.; J. E. French, vice-pres.; A. Stevens, sec'y, and A. Gifford, treas.

Kingsbury, S. D.—Farmers Elvtr. Co. incorporated; capital stock \$25,000; incorporators, A. Wood, R. L. Luke and others. The company will build a \$5,000 elvtr. at once.

White, S. D.—The old Farmers Elvtr. Co. has discontinued business, having sold its elvtr. to the recently incorporated Farmers Elvtr. Co., of which I am mgr.—J. E. Ruddy.

Arlington, S. D.—Farmers Elvtr. Co. incorporated; capital stock \$25,000; incorporators T. Converse, H. Simons and others. The company will build a \$25,000 elvtr. at once.

Rutland, S. D.—We have installed an automatic scale and have put a new foundation under the elvtr. G. F. Graff & Son have installed a 10-h.p. Fairbanks-Morse Engine.—Farmers Elvtr. Co.

Sioux Falls, S. D.—I have sold all my elvtrs. except the one here. Have incorporated as the W. Z. Sharp Elvtr. Co. to operate it. R. B. Meldrum and G. H. Edwards will be mgrs.—W. Z. Sharp.

Corsica, S. D.—The Carlon Elvtr. Co., James Van den Berge agt., will close its elvtr. for a few days while the machinery is thoroly cleaned and overhauled so that the house will be in first-class condition for the new crop.

Aberdeen, S. D.—We have installed Fairbanks Scales and completely overhauled the elvtr. Our officers are O. A. Swanson, pres.; I. C. Fulker, vice-pres.; F. L. Roundy, sec'y, and F. F. Hanson, treas. I am mgr.—H. H. Sands, Farmers Equity Exchange.

Athol, S. D.—Farmers Elvtr. Co. incorporated; capital stock \$5,000; officers and incorporators J. D. Prendle, pres.; J. E. Knafton, sec'y-treas, John O'Connor, Fred Kiler and others. The company bot the elvtr. of E. Blankenburg and it is now in operation with H. Wilhelm as mgr.

De Smet, S. D.—Peter Jorgensen has succeeded me as mgr. for W. I. Thompson. We have just completed a 120x20 ft. coal and flour warehouse, 12 ft. high, with cement floor. It is built of 2-in. lumber and the flour house is lined with tin.—E. N. Morgan, mgr. and sec'y Farmers Cooperative Ass'n.

Colman, S. D.—John Oyan, mgr. of a local elvtr. was caught in a shaft in the elvtr. and seriously injured, July 28. He was whirled around the shaft until his clothing gave way and was then hurled 8 ft. away, striking against the wall. Practically all his clothing was stripped from his body and he was unconscious when found, but it is thot he will recover.

SOUTHEAST

Atlanta, Ga.—Emmett, Toney & Co. have moved into new quarters.—S.

Charlotte, N. C.—The Interstate Mfg. Co. has bot a site and will build a \$60,000 mill and elvtr.

Selma, Ala.—E. P. Russell, of Pattillo & Russel was bereaved July 25, by the death of his wife.

Hattiesburg, Miss.—The Merchants Grocery Co. will build a small elvtr. and will equip it with shelling and grinding machinery.

Tampa, Fla.—I am not connected with Mendenhall & Mendenhall as reported but am connected with Scally-Knight Brokerage Co.—J. A. Wells.

Montgomery, Ala.—A new produce law preventing fraud in the selling and handling of all produce raised in the state is now in force. Emmet A. Jones has been appointed chief of the Bureau of Immigration and Markets of the Agricultural dept., which will see to the enforcement of the new law. It requires all com's'n merchants, wholesale produce, brokers and manufacturers' agents to take out a license which costs \$10 and to furnish a \$1,000 bond that they shall conduct their business honestly and pay shippers for goods received. The word produce in this sense covers everything raised from the soil, hay and grains.—S.

TENNESSEE

Memphis, Tenn.—Francis L. Bray, the 18-year-old son of S. M. Bray of the Century Grain & Feed Co., and a young lady companion were instantly killed July 29, when an automobile in which they were riding left the road, turning over and pinning them beneath it. Mr. Bray was employed in his father's office.

TEXAS

Amarillo, Tex.—Farmers are interested in building an elvtr.

Odem, Tex.—A corn mill and elvtr. are under construction at this point.

Edinburg, Tex.—We expect to commence operations Aug. 10. I will be sales mgr.—W. R. Montgomery, Edinburg Grain & Mlg. Co.

Galveston, Tex.—The grain inspection dept. of the Board of Trade has adopted new rules for the inspection of grain and hay.

Paris, Tex.—The Paris Mlg. Co. has built a fireproof addition to its plant and has installed motors, doing away with steam power.

Denison, Tex.—The Steger Mlg. Co. of Bonham has bot the plant of the Denison Mill & Elvtr. Co. and will make extensive improvements.

Groom, Tex.—Farmers are reported to be organizing to build a mill to be run in connection with the elvtr. of the Farmers Grain & Elvtr. Co.

Austin, Tex.—The hearing by the State Railroad Commission on the application of the railroad companies for increased rates will be resumed at this city Sept. 1.

San Antonio, Tex.—I am now settling up all matters pertaining to my grain business which I closed out June 1 and will engage in the banking business Sept. 1.—E. H. Prescott.

Krum, Tex.—The plant of the Krum Mill & Elvtr. Co. burned at 10 p. m., Aug. 1; loss \$50,000, partially insured. The elvtr. contained 20,000 bus. of wheat, which is a total loss. S. A. Blewett is pres. of the company.

Amarillo, Tex.—The Amarillo Mill & Elvtr. Co. liquidated and went out of business July 1. On the same date the Panhandle Grain & Elvtr. Co. bot the elvtr. of the Star Mill & Elvtr. Co.—W. C. Kenyon, Kenyon Grain & Coal Co.

Nacogdoches, Tex.—We will immediately rebuild the hay warehouse burned July 25. The loss on the stock amounted to \$2,500 and \$1,000 on the building, both fully covered by insurance. We believe the fire was of incendiary origin.—F. R. Penman, mgr. W. T. Wilson Grain Co.

Harlingen, Tex.—We have bot out the Gulf Coast Ass'n and have incorporated under the state bonded warehouse law to buy, sell and operate shellers. We have installed 2 of the largest capacity shellers made and two 50-h.p. distillate engines and we expect to shell 150,000 bus. in the next 2 months.—H. J. Verser, sec'y Unit Marketing System.

Fort Worth, Tex.—The following have recently been admitted to membership in the Texas Grain Dealers Ass'n: Chas. Davis Hdw. Co., Bonham; Planters Compress & Elvtr. Co., Greenville; Kimbro & Parks, Lubbock; Grover C. Bishop, Amarillo; Sigmond Rothschild & Co., Houston; B. M. Holland, Tuscola; Mayfield Bros. Grain Co., Liberty Hill; T. J. McAdams, Celina; H. H. Sigman & Co., Brownwood; Waco Mill & Elvtr. Co., Waco; A. E. Pipkin, Abernathy; Kelly, Weber & Co., Ltd., Lake Charles, La.; Graham Mill & Elvtr. Co., Graham; Adams & Jackson, Killeen; Oklahoma City Mill & Elvtr. Co., Oklahoma City; Hughes & McCoy, Howe; Renner Elvtr. Co., Renner; S. E. Chadwick, Cresson; G. G. Kemp Grain Co., Chillicothe; McGraw & Broach, Munday; R. H. Townsend, Moran; Globe Mills, El Paso; Platt-Stamey Co., Sipe Springs, and Randolph & Hester, Mullin, Texas. The membership of J. E. Patton of Texhoma, Okla., has been transferred to the Patton-Rardin Grain Co. of that place. This makes our present membership 212. I now have the application of the J. G. Smith Grain Co., of Waco.—H. B. Dorsey, sec'y.

UTAH

Delta, Utah.—The Globe Grain & Mlg. Co. has let contract for a 15,000-bu. elvtr. to the Burrell Engineering & Constr. Co.

Sharps Siding (Nephi p. o.), Utah.—The Globe Grain & Mlg. Co. has let contract to the Burrell Engineering & Constr. Co. for a 15,000-bu. elvtr.

Salt Lake City, Utah.—The annual meeting of the Utah-Idaho Millers & Grain Dealers Ass'n was held in this city July 22. F. B. Raynor, federal food and drug inspector addressed the delegates on grain standardization. C. A. Smurthwaite delivered an interesting address on "Seed Wheat Tests. All the old officers were re-elected. Henry E. Blood, pres.; E. E. Rich, vice-pres.; Dan'l Nalder, sec'y and R. Mabey Holt, treas.

WASHINGTON

Waukon, Wash.—J. M. Oakley has leased the warehouses of the Seattle Grain Co.—W. L. Walker.

Ellensburg, Wash.—Wm. Helm, formerly mgr. of the Kennewick Grain Co., Kennewick, is now mgr. for the Ellensburg Flour Mills Co.

Pullman, Wash.—The Farmers Union Warehouse Co. has bot the elvtr. of the Interior Warehouse Co. and will install new machinery.

Davenport, Wash.—Geo. Huffman will build a 15,000-sack grain warehouse on the Nor. Pac. and will use it exclusively to store his own grain.

SEATTLE LETTER.

R. C. Hasson was elected pres. of the Merchants Exchange at the recent annual meeting. Other officers are M. J. Connell, vice-pres.; R. D. McAusland, sec'y-treas. and R. C. Hill, mgr.

The first consignment of grain to be received in the new 500,000-bu. concrete elvtr. of the Port Com's'n which has just been completed, consisted of 10 carloads of wheat from the Tri State Grain Co. F. N. Claflin has been appointed supt. of the elvtr. which is operated directly by the port under the state terminal warehouse law, which requires state supervision, weighing, grading and registered warehouse receipts. The owner controls the grain absolutely until sold by him. The port has no other interest than to provide the facility and the best possible service.

Grain and hay dealers in this city held a meeting before the public service com's'n July 27, and discussed possible alterations in the amended rules for inspection, grading and storage of grain and hay in the state of Washington, which went into effect July 1, 1915. Considerable discussion has been aroused over the question of the wording of the new book of rules and regulations, in its application to the public terminal warehouses. According to R. D. Jarboe, chief inspector of hay and grain, the rules should read to affect warehouses not

public or terminal warehouses. He says that the rules affecting warehouses were first adopted for governing primary warehouses, and prior to the law creating Class A and B public terminal warehouses. He also says that the rule should not be extended to govern them, and that it has been decreed by the public service commission that the rules are not intended to and do not apply to public terminal warehouses.

WISCONSIN

Dundas, Wis.—J. D. Cox has bot the elvtr. of Frank Tesch.

Muscoda, Wis.—R. B. McIntyre, of the McIntyre-Elston Co., died recently.

New London, Wis.—Work has been started on the new feed mill of Gorges & La Marche.

Wautoma, Wis.—We are building a 10,000-bu. elvtr. to be completed Sept. 1.—W. J. Durham Lbr. Co.

Madison, Wis.—Jerry Keyes and Albert Hopkins have opened a grain com's'n office in the Washington Bldg.

Algoma, Wis.—I have bot the warehouse of the Aug. Froemming estate and will use it for a feed store.—J. Shilbauer.

Delavan, Wis.—The coal elvtr. of the Sage & Fiefield Lbr. Co. burned recently; loss \$8,000. The grain elvtr. was not damaged.

Clintonville, Wis.—The Cargill Grain Co. is tearing down its old elvtr. and will build an up-to-date house on the site.—Dan Tanty, mgr.

Oakfield, Wis.—We have installed new Fairbanks Scale with Type Registering beam. I am now mgr.—N. J. Marx, Oakfield Elvtr. Co.

Casco, Wis.—The elvtr. of the Kewaunee Grain Co., of Kewaunee, is being rebuilt. New machinery will be installed and the capacity of the house increased.

Sheboygan Falls, Wis.—W. O. Dassaw, prop. of the local mill and elvtr., recently fell a distance of 30 ft. while cleaning a bin. He was unconscious when found but is not thought to be seriously injured.

Madison, Wis.—The repeal of the new law passed by the present legislature embodying a new system of grain taxation in elvtrs. is the substance of a bill recently introduced by Senator W. M. Bray. The bill has been referred to the finance committee, which reported it back without recommendation after the first reading.

Ellsworth, Wis.—Lightning struck the cupola of the elvtr. of the New Richmond Roller Mills Co. recently, and started a blaze. Hard work confined the flames to the cupola but much grain in the bins of the elvtr. was badly water soaked. Some of the siding on the building was also torn off by the bolt.

MILWAUKEE LETTER.

Chas. W. Hoenadel has applied for membership in the Chamber of Commerce.

A. L. Flannigan has been admitted to membership in the Chamber of Commerce.

Joe Gurich, employed at Elvtr. El., was instantly killed July 27, when he was caught between the platform of the elvtr. and a freight car.

H. A. Ballantyne, formerly mgr. of the Clearing House has succeeded Maurice McCabe with the Mohr-Holstein Co., Mr. McCabe retiring July 1.

F. F. Clapp, chief weighmaster of the Chamber of Commerce, is slowly recovering from the effects of his badly sprained ankle. Mr. Clapp was inspecting elvtrs. in Buffalo, N. Y., when the accident occurred and was unable to come home for a day or so.

WYOMING

Hillsdale, Wyo.—Farmers have organized a company and will build an elvtr.

Hudson, Wyo.—L. V. Denman has resigned as agt. for the Updike Grain Co. here.

Burns, Wyo.—The Farmers Elevtr. & Mlg. Co. has let contract to W. H. Cramer for a 22,000-bu. iron clad, cribbed elvtr. with concrete hoppers. All pit walls run up to a level with the outside foundations and all is heavy concrete. The equipment will include manlift, cleaner, rope drive, Hall Signaling Distributors, steel spouting and a Richardson Automatic Scale.

Passage of Title to Shipment at Terminal.

BY R. R. R.

Ownership of a carload of grain imposes so many burdens of responsibility, care and expense that the seller is always glad when the buyer admits ownership and has paid for the grain.

Thereafter deterioration on track while waiting the convenience of the railroad company, re-inspections, interest charges and demurrage have no terrors for the country shipper. Naturally the buyer who sees an expense following the grain tries to avoid paying the costs by disclaiming ownership.

The transfer of title to a shipment of grain when sold on the floor of a grain exchange is most important as placing on the buyer the duty to pay for the grain immediately, and the grain exchanges have adopted rules definitely fixing the time of payment. While these rules vary in different markets they are clearly understood in each market and transactions are closed without friction. In the rare cases of bankruptcy of the buyer and his check on the bank being dishonored the matter of ownership frequently becomes a bone of contention, and is then settled either according to law, or by the rules of the exchange or by the voluntary assumption of responsibility by the commission merchant.

At Chicago the Board of Trade has gone further than fixing the ownership of the grain. The Board there steps in between the seller and buyer and holds the grain in physical possession until the buyer has paid for the grain.

A common error with many shippers in the country is to consider the commission merchant the buyer of their grain. This arises from the efficient service rendered by the grain receiver in selling the grain for the shipper, collecting the proceeds, paying freight, inspection, weighing and commission and remitting the balance, all with so little apparent friction that the seller forgets there is a third party with whom his servant, the commission merchant, is dealing. The commission merchant is no more the owner of the grain than is the agent of the line company in the country buying grain of the farmer.

The commission merchant is but the servant of the shipper, who must pay his fee and all charges incidental to the handling of the grain. The usual practice of shippers making draft on the commission merchant for the approximate value of the grain against the B/L is an accommodation to the shipper, giving him part payment several days earlier than arrival or sale of grain and with added security, and for this accommodation shipper must expect to pay interest just the same as he pays the inspection fee.

Interest can not stop until the commission merchant has received payment from the buyer; and the usual practice is to allow the buyer no credit, the delay in payment being due to delay in moving the car to the elevator where its contents can be unloaded and weighed to determine the exact amount due.

Interest continuing until the grain is unloaded finds an exact parallel in the

case of the farmer who has received an advance on his crop. He expects to pay interest until the crop has been hauled into the elevator of the country dealer and weighed on his scales.

Grain sold on track direct by the shipper himself on contract changes ownership, legally, by transfer of the B/L, which takes place when the shipper's draft is paid. On grain sold to arrive, also, the buyer becomes the owner as soon as he obtains the B/L.

Right here the question arises: Can the buyer charge the seller interest for the purchase price of an article after ownership has changed? The practice is for the buyer to charge interest just as does the commission merchant, and this practice is supported by the rules of the grain exchanges, not so much for the purpose of enriching the buyer as to protect the commission merchant from competition, by requiring the buyer not only to charge interest but to deduct from his bid a commission he does not earn.

Considering grain as other commodities of commerce the buyer is entitled to possession of the article before paying for the property and a charge for interest after obtaining the B/L and before possession of the article would seem warranted. Considering the grain as bought f. o. b. the shipper's station the interest charge is not warranted, as in that case the shipment is entirely under the control of the buyer.

Here the terms of the contract control the charging of interest and the responsibilities of the buyer. When the seller signs and returns the written confirmation of sale he is bound by its terms, and when for example a contract specifies "Kansas City terms" this will add to the contract all the rules of the Kansas City Board of Trade, one of which is "Title to grain sold on track in carload lots shall remain in the seller until payment has been made therefor." Thus the ownership of a grain shipment is governed by the custom of the market in the case of grain consigned to be sold on commission, and by the terms of the contract when sold on contract.

In the case of E. L. Welch Co. v. Lahart Elevator Co. the Supreme Court of Minnesota added to the complication by holding that neither the contract nor the rules of the Exchange governed the transfer of title. The court held that the facts showed an intention on the part of the seller to deliver the grain to the buyer, surrendering possession and relying on the responsibility of the buyer. This transaction was made on the floor of the Minneapolis Chamber of Commerce. For the account of a shipper in North Dakota the E. L. Welch Co. having sold 5,000 bus. of wheat to arrive, gave written notice to the buyer that the cars in question would be "applied" on the contract, and gave the railroad company written notice to "deliver" the cars to elevator for account of the buyer.

At Milwaukee title is held to pass on grain sold by sample on floor of the Chamber of Commerce when a written order is given the buyer by the seller. When the seller orders the grain delivered to buyer's plant the buyer gets title only after unloading, but if an advance was made the title passed at the time of the payment. At this market also the title to grain sold to arrive is held to pass at the time of unloading.

At Omaha title to grain sold on the floor of the Grain Exchange remains in the commission merchants representing

the shipper until the car is unloaded or until the lapse of six days, the buyer giving the seller a printed slip so stating when the commission merchant hands him the B/L. This is done to overcome the legal presumption that title passed to buyer when the grain receiver handed over the B/L, and the buyer does not become the owner of the grain until the receipt has been surrendered. This gives the buyer six days' credit, at the end of which time the seller can demand payment of 75 per cent of the value of the grain. On grain bought to arrive the buyer at Omaha becomes the owner as soon as he obtains the B/L.

At Chicago the seller of grain going to a public elevator gets a warehouse receipt transferring title when he passes the certificate to the hands of the buyer. If the grain is going into a private elevator title remains in the seller and in the Custodian Department of the Board of Trade, representing the seller, until paid for. Even after the grain has been unloaded into the elevator owned by the buyer he does not become the owner of the grain. An employee of the Board of Trade Weighing Department is stationed at the elevator to hold the grain and keep all wheels from turning until the grain is paid for, and the seller may even demand a certified check. On grain sold to arrive title passes when the draft accompanying B/L is paid. Title to grain transferred to an eastern trunk line is held by the seller until the B/L issued by the eastern line is handed to the buyer. Title to grain going to team track passes to buyer when the seller gives him a delivery order.

Practice and intent vary so much at different markets and under different contracts that no general rule can be laid down by which to determine when title passes. The courts hold that the fact that goods are still to be weighed in order to ascertain the price raises a presumption that title has not passed, but this may be overcome by evidence of intent by seller to pass title by handing buyer a B/L or delivery order.

Whenever a question depends upon what was the intent of the parties much evidence can be introduced and the answer is as doubtful as when in court a ruling must be made on the point whether the customer of a grain broker intended to speculate or to gamble.

BRITISH STEAMSHIP COILA has cleared at Philadelphia with a cargo of 280,000 bus. oats for the west coast of Italy.

I CERTAINLY APPRECIATE THE Grain Dealers Journal, and think all grain dealers should have it in their office.—A. M. Thornton, Oquawka, Ill.

I THINK THE Grain Dealers Journal is the best paper going for all grain dealers who wish to keep posted on all phases of the grain business and on changes that are being made.—D. C. Harrington.

OATS shipping sales to the East, both export and domestic, are guaranteed to arrive cool and sweet. Considering the present condition of the crop, this means that all will have to be dried to condition before shipping and the consequent shrinkage will be at least 2c a bushel. Buyers therefore will, as soon as receipts increase, try and get prices down to take care of this cost of drying. Under large receipts the drying capacity of the elevators will soon be exceeded, then still heavier discounts, especially on the No. 4 and sample grades, can be expected.—W. H. Perrine & Co.

Grain Carriers

SCARCITY OF STEAMERS for carrying the Canadian crop to Great Britain is feared.

THE INTERSTATE COMMERCE commission made a ruling Aug. 4 that intrastate rates cannot apply to interstate traffic.

AT MINNEAPOLIS on September 18 Examiner Hagerty will hear for the commission the six complaints of the McCaull-Dinsmore Co., involving grain rates.—P.

TRAFFIC MANAGERS of trunk railroads in Missouri held a conference Aug. 6 at St. Louis in an endeavor to adjust the interstate rates to the lower intrastate rates on grain.

THE INTERSTATE COMMERCE COMMISSION has authorized Southern railroads to establish import rates on grain from Houston to points in Texas the same as in effect from Galveston.—P.

WASHINGTON RUMORS are that the members of the Interstate Commerce Commission are divided in their opinion of what increases to grant the railroads and what to deny in the western rate case.

TOLLS COLLECTED on the Panama Canal during the month of July were the largest during any month since the waterway has been open. The total was \$573,365. The revenues are exceeding the cost of operation.

THE COMMISSION has suspended to November the proposed increase of rates on grain from Manitowoc, Wis. At Manitowoc on September 20 Examiner Hagerty will conduct a hearing in these grain rates.—P.

GRAIN DEALERS having complained that they are compelled to hold their shipments of grain within a certain radius the Georgia State Railroad Commission will hold a hearing Aug. 24 at Atlanta on milling in transit rates.

ASTORIA, ORE.—C. B. Stout, of the Astoria Flouring Mills Co., is interested in the organization of a company to export grain. It is proposed to tow the grain in barges down the Columbia to this city from which it will be exported direct.

THE COMMISSION has suspended from August 13, 1915, to February 13, 1916, increased rates on grain from Chicago and other points of origin to the eastern seaboard for export, as proposed by various railroads in official classification territory.—P.

THE ILLINOIS Public Utilities Commission held a hearing July 29 on the petition of the Chicago Board of Trade to have the railroads put in state rates instead of interstate rates on grain from Illinois points to Chicago over the Big Four and other roads.

GRAIN CLAIMS will be reduced to a minimum by the Chicago & Alton Railroad Co. under the campaign just inaugurated to prevent the loading of cars that are not in good repair. Empties will be closely inspected before forwarding to grain stations for loading.

A VENTILATING SYSTEM consisting of open wooden boxes leading from open corners of the hatches down among the grain sacks was used on the Japanese steamship Keishiu Maru which recently unloaded at Seattle in good condition 35,163 180-lb. sacks of Manchurian corn, 5,078 200-lb. sacks of kafir corn and 750 tons of soy bean cake.

CARS must be placed in good condition to handle grain in the recent order by the Public Service Commission of Washington, as the result of a complaint from the eastern part of the state. Cars must be cleaned and made fit so shippers will lose no profit by their use.

PROPOSED INCREASED RATES from East St. Louis, Ill. via Louisville and Cincinnati to points southeast on grain milled in transit at Lawrenceburg, Ind. have been ordered canceled by the Interstate Commerce Commission on complaint of the Lawrenceburg Roller Mills Co.

IT IS NOT UNLAWFUL for carriers unaffiliated as to contract relations between consignor and consignee to make refund of overcharge in the ordinary course of business to consignee named in the bill of lading, was the decision July 4 by the Interstate Commerce Commission in a case involving the Chicago & North Western Ry.

THE INTERSTATE COMMERCE COMMISSION has ordered the carriers to file a written statement of their rates on grain from Chicago, Minn. & St. P. and other roads against alleged unreasonable rates on grain and flaxseed from certain points in Iowa, Minnesota and South Dakota to Milwaukee, compared with rates in Minneapolis.

ST. LOUIS must provide better facilities or the river trade will be lost, it that city declares a steamboat company, in a request for improved conditions sent to the Merchants Exchange and the Eastern Mississippi & St. Louis and St. Louis the request and that it will not operate a few years ago, each equipped to handle both rail and river grain, while now only one remains.

RAILROADS have been ordered to file a written statement of their rates on grain from Chicago, Minn. & St. P. and other roads against alleged unreasonable rates on grain and flaxseed from certain points in Iowa, Minnesota and South Dakota to Milwaukee, compared with rates in Minneapolis.

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AT THE HEARING July 29 before Examiner Kelley of the Interstate Commerce Commission in the federal court rooms at Sioux City, C. E. Childs, commissioner of the traffic bureau of the Commercial Club, introduced testimony of local grain dealers to prove that the local flat rate of 2 1/2 cents per 100 lbs. on coarse grain shipments from Sioux City to Omaha on the Burlington road was unjust and unreasonable and should be reduced to 1 cent.

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THE FOLLOWING HEARINGS of cases have been scheduled by the Commission: At Minneapolis, Sept. 4, before Examiner Hagerty, the Miller Elevator Co. v. the Farmers & Merchants Ry. At Minneapolis, Sept. 10, before Examiner Hagerty, Spaulding Elevator Co. v. Canadian Pacific. At Minneapolis, Sept. 18, before Examiner Hagerty, the McCaull-Dinsmore Co. v. the Minneapolis, Minn., was granted permission.

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Hess Warming & Ventilating Company
907 Tacoma Building, CHICAGO
Brown-Duvel Moisture Testers also, for Corn, Wheat, etc.

WE HAVE a bearish wheat outlook at home and yet the world's situation is bullish. Most probably Europe will need more wheat than last year, but will buy craftily and eliminate competition. Low grade wheat will flood our soft wheat markets and is bound to sell at wide discounts. Foreigners are long futures, particularly Sept. and will exchange same for the cash article when desired. There is a large short interest in futures, particularly Sept. and the vast majority of the trade are bearish, even constitutional bulls. The solution of the situation depends therefore on weather Northwest, and foreigners' attitude towards our surplus.—W. H. Perrine & Co.

Supreme Court Decisions

Interest on Damages.—In an action against a carrier for damages on account of the injury to or destruction of property in transit, interest is not recoverable. A carrier which sells property because of the refusal of the consignee to receive it is chargeable with interest on the proceeds in excess of the freight during the time they are withheld from the shipper.—*Stevens-Scott Grain Co. v. Atchison, T. & S. F. Ry. Co.* Supreme Court of Kansas. 149 Pac. 744.

Measure of Damages for Carrier's Delay.—Where goods are delivered to the initial carrier in good condition and are delivered by the terminal carrier in a damaged condition, the presumption is that they were injured on the line of the terminal carrier, and it has the burden of proving that the damage was not done on its line, or, if done, that it occurred without its fault or through the failure of the shipper to perform his contract.—*L. & N. R. Co. v. Cheatwood.* Court of Appeals of Alabama. 68 South. 720.

Telegraph Error.—Where, by negligence of a telegraph company, a telegram offers for sale oats at 40, instead of 45, cents a bushel on tracks at delivery point and the oats are settled for at that price, the seller engaged in buying and selling grain could recover on the basis of the value of the precise shipment at the shipping point and, to determine that value, could show what he could have received for such oats at the regular terminal shipping point having an open market at all times.—*Carlson v. Western Union Tel. Co.* Supreme Court of South Dakota. 153 N. W. 375.

Exchange May Forbid Members Dealing with an Insolvent.—Where a Chamber of Commerce, pursuant to its rules, informed its members that, if they had further dealings with plaintiff, who was indebted to one of the members, they would be expelled, and such members who had employed plaintiff terminated the employment, plaintiff has no right of action, there being no legal coercion; the members having the right either to withdraw from the corporation or dismiss plaintiff.—*McCarter v. Baltimore Chamber of Commerce.* Court of Appeals of Maryland. 94 Atl. 541.

Quantity Loaded Not to Be Presumed.—Any presumption that the initial carrier delivered to the connecting carrier the same amount of corn that the shipper delivered to it, being one of fact, and whether the evidence justified it being a question for the jury, they should not be instructed that they may believe the same amount was delivered, without being required to first find that the evidence of necessary facts to create the presumption or inference should be believed.—*Equity Elevator Co. v. Union Pacific R. R. Co.* Kansas City Court of Appeals. Missouri. 177 S. W. 773.

Notice to Carrier of Claim.—Where a shipper consigned lumber to its own order, taking a B/L from the initial carrier stipulating against liability for failure to deliver unless notice was given within four months after a reasonable time for delivery had elapsed, where such notice was given to the terminal carrier 4 months and 11 days after the misdelivery, but within 4 months after the shipper received actual notice of the misdelivery, the notice was sufficient to hold the initial carrier, since the shipper could assume that the terminal carrier would not make an unauthorized delivery, and was not chargeable with notice of any misdelivery, so that the time for presenting the claim did not begin to run until the shipper had received actual information of the misdelivery.—*St. L., I. M. & S. Ry. Co. v. Bliss-Cook Oak Co.* Supreme Court of Arkansas. 176 S. W. 324.

Breach of Contract by Seller.—Where a seller of brewers' grains to be delivered in installments notified the buyer that its plant had been destroyed by fire and that it would not be able to make the deliveries, the buyer could declare a breach as of that date and hold the seller liable for any difference between the then market price and the contract price, or it could declare successive breaches as the respective times of delivery arrived and in like manner recoup its loss; but it could not speculate upon the seller's misfortunes and measure the damage by the highest market price, whenever reached, unless the time of delivery was extended.—*Armstrong v. Walters.* U. S. District Court, Pennsylvania. 223 Fed. 451.

Reasonable Time for Delivery.—Where a contract for the sale of corn fixes no time for delivery, it should be delivered in a reasonable time, though, if a specific time is fixed, a failure to deliver on time may be waived or the time postponed. In an action for a seller's breach of contract for the sale of corn, the question of what was a reasonable time for delivery is for the jury, depending largely upon the conduct of the parties. Where no time was fixed for delivery of corn sold, evidence of market value of corn at various times up to the time which plaintiff claimed as the date of the breach is admissible.—*Heller v. Ferguson.* Kansas City Court of Appeals, Missouri. 176 S. W. 1126.

Duty to Set in Cars without Charge.—Rule 15 of the rules governing the transportation of freight formulated and prescribed by the Railroad Commissioners, prohibiting, among other things, any charge whatever by a "railroad having the line haul, for placing for loading an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or transportation," is valid upon its face, and a carrier which resists its enforcement has the burden of proving that the rule operates to deny the carrier a reasonable compensation for a special or additional service.—*Railroad Commissioners v. Florida East Coast Ry. Co.* Supreme Court of Florida. 68 South. 761.

Liability of Common Carrier.—Generally a common carrier is an insurer of the safe delivery at destination of property committed to it for transportation. There are some exceptions. One exception is that, when the property suffers injury of a character arising out of the inherent nature or tendency of the property to decay, the carrier is not liable if his own negligence did not occasion the injury. In such cases, if the property is delivered to the carrier in good condition, and arrives at destination in damaged condition, a prima facie case of negligence of the carrier is made out. It is error to instruct the jury that such facts raise a strong presumption of negligence of the carrier.—*Presley Fruit Co. v. St. Louis, Iron Mountain & Southern R. Co.* Supreme Court of Minnesota. 153 N. W. 115.

Title to Elevator Site on Right of Way.—A subsidiary corporation of a railroad company was the owner of land suitable for an elevator site adjacent to the tracks of the railroad company. The land was conveyed to a grain company without other consideration than a written contract, wherein it was provided that the grain company should build and operate a grain elevator thereon, the railroad company to furnish a "free in-switch" thereto, and in case of the destruction of the elevator by fire, or otherwise, the grain company should rebuild within a reasonable time and on failure so to do title should revert to the grantor. The elevator was destroyed by fire April 3, 1910. Prior to July 27, 1911, the grain company had taken no steps toward rebuilding, nor did it then show an unqualified intention to rebuild. Held, that the title to the land reverted to the grantor.—*Nye-Schneider-Fowler Grain Co. v. Hopkins.* Supreme Court of Nebraska. 153 N. W. 591.

Requiring Railway Company to Furnish Cars.—Requiring an interstate railway company to furnish cars to shippers within a reasonable time after demand, as is done by Hurd's Rev. Stat. (Ill.) 1913, chap. 114, § 84, does not so directly burden interstate commerce as to render the statute invalid, irrespective of congressional legislation covering the subject, where the state courts hold that the question what is a reasonable time in any case depends upon all existing circumstances and conditions, including the requirements of interstate commerce.—*Ill. Cent. R. Co. v. Mulberry Hill Coal Co.* Supreme Court of the United States. 35 Sup. Ct. Rep. 760.

State Jurisdiction over Car Supply.—A state court has jurisdiction, without preliminary action by the Interstate Commerce Commission, under the provisions of the act of February 4, 1887 (24 Stat. at L. 379, chap. 104, Comp. Stat. 1913, § 8563), §§ 8, 9, 22, giving shippers new rights, but preserving existing ones (which on this point are not affected by the act of June 29, 1906 [34 Stat. at L. 584, chap. 3591, Comp. Stat. 1913, § 8563]), of a suit by a shipper against an interstate carrier to recover the damages caused by the latter's failure to discharge its duty under Hurd's Rev. Stat. (Ill.) 1913, chap. 114, § 84, to furnish the cars needed by a shipper within a reasonable time after demand, although the cars demanded were to be used in interstate commerce, and although the action may involve the carrier's duty to deliver cars during a time of car shortage, and when the plaintiff and other shippers were making the greater portion of their shipments in interstate commerce, since the carrier's rule of car distribution not being attacked, there is no administrative question involved.—*Ill. Cent. R. Co. v. Mulberry Hill Coal Co.* Supreme Court of the United States. 35 Sup. Ct. Rep. 760.

Delay in Shipping Instructions Extends Time.

The Arbitration Committee of the Grain Dealers National Ass'n, composed of E. M. Combs, Elmer Hutchinson and L. W. Gifford, in the case of Iowa-Dakota Grain Co., of Sioux City, Ia., plaintiff, against W. H. Hurley, of Clinton, Mo., defendant, held that according to the general custom of the grain trade, and as a matter of fairness and equity, the defendants withholding shipping directions on a large portion of the corn for 29 days, when the life of the contract was only 31 days, should automatically extend the life or time of shipment on such contract a reasonable length of time, and we also believe that inasmuch as the contracts in this dispute do not specify any particular point from which shipments were to be made or at which official inspection was to be obtained that it was plaintiff's privilege to make shipment from any point and to secure such official inspection at any point between the shipping point and destination, and we believe that the eight cars shipped from Great Northern stations (which was in accordance with defendant's particular request) during January, altho not officially inspected until Feb. 2, 3, and 4, were a proper tender on the contracts in question.

The defendant's refusal to accept corn in transit to Kansas City and Omaha and his refusal of the eight cars actually tendered, we believe relieved the plaintiffs of making any further tenders and gave them the right to proceed to fix their loss on the entire quantity due on the contracts.

The ruling of the committee is that W. H. Hurley pay to the Iowa-Dakota Grain Co. \$902.70 and that W. H. Hurley pay the costs of this arbitration.

Feedstuffs

CHARLESTON, S. C.—Molony, Carter & Co. have enlarged their feed and molasses plant.—S.

GARDEN CITY, KAN.—An alfalfa meal mill to cost \$25,000 will be erected at this city by Otto Weiss of Wichita and others.

MIAMI, FLA.—The Southern Feed Co., recently organized, will erect a concrete building to cost \$8,000 for the feed business.—S.

WALTER J. MERRICK of Corry, Pa., was chosen pres. of the Mutual Millers & Feed Dealers Ass'n, at the recent annual meeting at Jamestown, N. Y.

SUDAN GRASS seed has been furnished at cost to planters in Alabama by the L. & N. R. R. Co. to promote the growing of this valuable grass.—S.

BOSTON, MASS.—The mill of Nathan Tufts at Charlestown has been purchased by Stanley & Harlow, who will remodel it for the manufacture of scientific feeds.

MANY FARMERS would profit by selling the high-priced oats grown on their farms to the local grain dealer and buying the manufactured feeds for their own cattle.

JAMESTOWN, N. Y.—The D. H. Grandin Milling Co. pleaded nolo contendere in the U. S. District Court recently to the charge of violating the pure food and drugs act by a shipment of stock food.

LAKE CHARLES, LA.—The Josey Miller Co., of Beaumont, Tex., has an alfalfa meal mill under construction. We have completed a 10-ton per hour molasses mixed feed mill.—Lake Charles Grain Co.

PENSACOLA, FLA.—The Pensacola Feed Co., which has been engaged in the business for a few months, with T. F. Westmark as manager, will put in a line of poultry supplies in a wholesale way.—S.

MOBILE, ALA.—The American Grain & Fertilizer Co. will construct a big feed mixing plant to be finished in January and cost \$20,000. McMillan & Harrison, grain dealers, will install a complete feed mixing plant.—S.

PHARR, TEX.—We are just completing the erection of the largest mixed feed mill in the south, and with it an alfalfa drier and a 50,000-bu. corn elvtr., corn shelling plant and chops and meal mill.—Geo. E. Thomas, Pharr Mfg. & Elvtr. Co.

PULASKI, N. Y.—The feed dealers of Oswego and Jefferson Counties have formed an ass'n with Geo. S. Utley of this city as sec'y. The Central New York Retail Feed Dealers Ass'n has been organized with J. D. Rogers of Oxford sec'y. Other counties are organizing in the movement to sell for cash.

THE CLOVER LEAF Milling Co., Buffalo, N. Y., is erecting a new mill and elevator at that city, which when finished will give the company a capacity of 50 cars daily. The elevator is of the steel tank design and will be operated by a pneumatic system of German patent. The capacity of the elevator is 150,000 bus.

YELLOW SPRINGS, O.—The National Feed Mills Co. has succeeded the John De Wine Co., taking over the business Aug. 1. The new company will devote its time and energy to the exclusive manufacture of high grade poultry feeds.—F. X. Murphy, treas. Natl. Feed Mills Co.

R. M. LAWRENCE, sales manager of the Standard Feed Mills, at Memphis, Tenn., has been arrested on the charge of forgery. R. T. Crenshaw, cashier of the Central-State National Bank, alleges that Lawrence forged the name of John C. Ryan, gen. agt., N. C. & St. L. Ry., to a B/L for 200 sacks of scratch feed, valued at \$360, and obtained the money on it at that bank Mar. 13. Two other banks are said to have been victimized, and the total obtained by Lawrence is said to be \$3,000 to \$5,000. Lawrence came to Memphis from Cleveland, O., 2 years ago.

Feedstuffs Movement in July

Receipts and shipments of feedstuffs at the various markets during July, 1915, compared with July, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago, lbs.	37,785,000	44,338,000	86,509,000	74,626,000
St. Louis, bags	136,610	71,840	92,900	80,340
Louisville, bus.	9,590	18,900	320	395
Baltimore, bus.	3,880	4,186	82	784
New York, tons	2,256	.....	184	.....
Minneapolis, tons	2,297	5,131	42,835	54,006
Kansas City, tons	1,160	2,120	8,120	8,080
San Francisco, tons	1,092	1,372	.....	.....

WORLD'S STOCKS wheat and flour August first only 93 million bushels, smallest in six years. They decreased 25 millions last month against an increase of 15 millions year ago. North American stocks only 27 millions, decreasing four millions last month. Foreign stocks 66 millions, decreasing 21 millions.—C. A. King & Co.

Books Received

THE INVISIBLE GOVERNMENT is a 32-page pamphlet completely refuting the arguments by the railroads for an advance in freight rates and exposing the misrepresentation of facts which has misled many prominent men into supporting the railroads in their unjust demands. The pamphlet is ably written by Col. S. W. Brookhart of Iowa and is being circulated by the National Council of Farmers Cooperative Ass'ns, H. W. Danforth, pres., Washington, Ill.

PRINCIPLES OF THE GRAIN TRADE of Western Canada is a book of 179 pages consisting of notes of special lectures delivered to the students of the Manitoba Agricultural College, presented in a simple, descriptive manner setting forth truthfully the various conditions and how they are met. No argument is used. Chapters are devoted to "Canada's Position as a Grain Producing Country," "Transportation," "Inspection," "Country Elevators," "Terminal Elevators," "The Grain Exchange and the Marketing of Grain," "Financing the Crop Movement," "The Canada Grain Act and Board of Grain Commissioners," and "Economic Relation of the Grain Trade to the Farm." The mass of trustworthy information contained in the book makes it of great educational value to the grain grower and the agricultural student. Its text and typographical appearance are a credit to the author, Mr. C. B. Piper, who is a grain merchant of several years' experience in both the country and terminal elevator business. The books may be obtained from the company of which he is sec'y and treas., the Empire Elevator Co., Ltd., Grain Exchange Bldg., Winnipeg, Man. Cloth, 50c; paper, 25c.

50c to \$1.00

Per Barrel More Profit

You can make "Midget" Marvel Mill

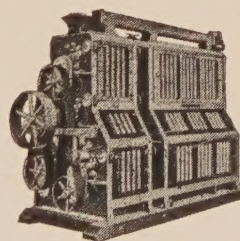
What Mr. Dunwoody Did!

He bought a 25-barrel "Midget" Marvel Mill two years ago and installed it at Jasper, Tenn. Made good from the start—good flour and good money. So good that he bought a 50-barrel "Midget" Marvel for Whitesburg, Tenn. Then bought a new 50-barrel mill for Jasper. The 25-barrel mill he moved to another place—write him, he'll answer.

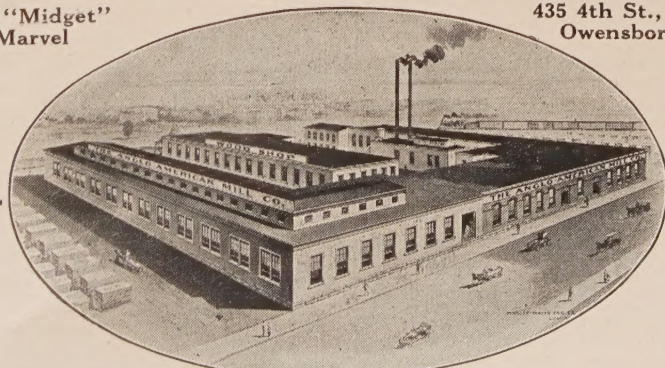
The big factory you see here is devoted exclusively to the manufacture of the "Midget" Marvel Mill and accessories. Its drafting department of experienced millers and millwrights are at your command to design a new mill or make changes in your old. Have us tell you all about this service and this money-making "Midget" Marvel Mill.

Anglo-American Mill Co., Inc.

435 4th St.,
Owensboro, Ky.



The "Midget" Marvel



Grinding tests are being conducted by Mr. J. T. Lawler at the San Francisco Exposition in the Palace of Food Products Building, S. E. Corner Court Place with The "Baby Midget" and three "Midgets" on exhibition.

Insurance Notes.

THE SUPREME COURT of Minnesota on May 28 denied the Cargill Elevator Co. a new trial of the suit in which Irene Mitton, executrix, obtained judgment for \$5,000 for the death of Mr. Mitton, a visitor at the elevator, who was killed while shutting down the gasoline engine at the request of the man in charge. Judgment was against the company because a dangerous stairway was unguarded.

THE TRI-STATE Mutual Grain Dealers Fire Ins. Co. held its 13th annual meeting at Luverne, Minn., July 16, and the following officers were re-elected for another term: E. A. Brown, Luverne, pres.; H. S. Greig, Estherville, vice-pres.; B. P. St. John, Worthington, treas.; E. H. Moreland, Luverne, sec'y. The report for the fiscal year just closed, shows that the company wrote insurance aggregating \$2,457,763, with gross premiums of \$43,225.29. Total losses for the year were \$14,290.24. Total assets were \$27,245.75, of which \$25,353.45 was in cash. The directors declared a dividend of 40%, besides which \$1,000 was added to the surplus fund, the total of which is now \$8,000.

WHEN PLACING INSURANCE with the small town local agent too much reliance should not be placed on his knowledge of the business, as thru oversight he may neglect to see that the insured is fully protected. For example, the policies of the grain and mill mutuals cover "grain, seeds of all kinds, flour, mill feed, meal, beans, wool sacks and bags, their own or held by them in trust or on commission or sold but not delivered if assured is legally liable, all while contained in above described buildings or in cars within 100 feet of said buildings." The local agent should be asked to copy the foregoing exactly so that all policies will read alike. Where salt, twine or other merchandise is handled they should be included in the foregoing form and not insured separately.

THE OKLAHOMA Workmen's Compensation Law will become effective Sept. 1, and, with the following exceptions is same as the Indiana law. The Oklahoma act does not provide compensation in case of death, as the State constitution prohibits limiting the amount that may be collected in case of death by accident to an employee. The maximum amount payable for accident not resulting in death may be \$3000. Employers having not more than two employees are not compelled to accept the act, but may operate under it if they so desire. In case of companies operating grain elevators it is not material where employees are located. If a total of three employees are employed where business is transacted or an office maintained, such employers and employees will be affected by the act.

A SYNOPSIS of the Indiana Workmen's Compensation Law has been issued by Chas. B. Riley, secretary of the Indiana Grain Dealers' Ass'n, in a 4-page leaflet. The act applies to all employees except casual laborers, farm or domestic servants, and is effective Sept. 1. Every employer must guarantee protection for his employees. Insurance is the accepted method of sustaining this protection, in lieu of which employers must deposit bonds or cash with the State Industrial Board. Employers in Indiana may be liable to the amount of \$3,600 for death of every employee from accident and \$6,000 for every employee injured. In addition to compensation as required by law

employers must also provide medical, surgical and hospital aid. The act affects every employer regardless of number of men employed; an employer operating own business and engaging one man for one day is liable for accident, etc.

Supply Trade

Don't begin to advertise unless you intend to keep it up; advertising does not like "a quitter."

Chicago, Ill.—The National Ass'n of Scale Experts held a meeting in this city Aug. 2, 3 and 4.

Shelbyville, Ind.—The Kennedy Car Liner & Bag Co. reports the best season's business in its history.

JACKSON, MICH.—Mr. Knickerbocker, Sr., of the Knickerbocker Co., has been walking on crutches since last winter on account of injury to his left knee, caused by falling on ice.

Small advertisements repeated time after time, may eventually penetrate the reader's skull; but for real results the big, forceful copy accomplishes the object more easily, quicker and at a smaller final expense.—M. V. Kelley.

Chicago, Ill.—The Hess Warming & Ventilating Co. reports a lively business in its grain driers and out-door conditioners. During the last few days several orders for driers have been received over the long distance telephone.

Maroa, Ill.—Maroa Mfg. Co. reports that its Boss Air Blast Car Loader has been installed in the following Kansas elvtrs.: The Damar Elvtr. Co., Damar; Hardman Lbr. Co., Wakeeney; The Jacob Lebaack Grain Co., Otis; Morrison Grain Co., Glasco; The Ryan Lbr. Co., McCracken; The Farmers Grain Co., Elyria.

SCHENECTADY, N. Y.—The General Electric Co. recently issued Bulletin No. 47406, describing the company's type F, form K-20 oil switch, which is for use on voltages up to 2,500. These switches are built in three capacities: Non-automatic and automatic, for use on two, three, and four-wire systems, and for current up to 300 amperes. They are especially adapted for grain elevators, flour and powder mills, gas works and oil refineries and other industries where inflammable materials are handled.

Silver Creek, N. Y.—About 15 months ago a technical engineer, officially connected with one of the belligerent European nations, came to the United States to investigate grain elevator construction and equipment. He carefully investigated all sorts of grain handling plants and equipment, in fact, he saw everything worth seeing in these lines, and his Government has decided to erect a number of grain warehouses patterned after American elevators, and much of their equipment will be American made. In this latter connection it is interesting to note that the S. Howes Co., in competition with the whole world, secured the contract for a vast amount of its machinery to be installed in these warehouses.

THE CROP IMPROVEMENT COM'ITE is conducting a campaign among millers and dealers in an endeavor to find out what has been done towards improvement in their communities. The best thing the millers and dealers are doing is to supply better seed wheat, trading in mongrel varieties bu. for bu.

Crop Improvement.

A MEETING will be held at Olney, Ill., Aug. 9, under the auspices of the local grain dealers and the Olney Commercial Club, to establish a seed center and county farm bureau.

BERT BALL, of the Crop Improvement Committee, has been invited to speak at a joint meeting of the Kentucky Experiment Station and the grain dealers, millers and farmers, at Lexington, Ky., Aug. 21.

THE CROP IMPROVEMENT COM'ITE requests that all those having good seed grain, especially wheat and rye, notify the office of the com'ite regarding what they have and price desired. Elevators are urged to take advantage of this service and those desiring proper seed grain are invited to request samples, etc.

THE ST. LOUIS GRAIN CLUB has appointed a seed grain com'ite with Bert H. Long as chairman. The purpose of the club is to locate and disseminate proper seed wheat and rye for fall sowing. In the event of any neighborhoods desiring to cut out mongrel grains the com'ite will be glad to find proper grains. Other grain clubs are urged to join in the movement.

BERT BALL will speak and conduct seed comparisons at the Farmers' Picnic, Battle Creek, Mich., August 26, farmers supplying samples for Mr. Ball's work. A fanning mill demonstration, also treatment of seed wheat for smut, has been arranged, a feature which will be conducted all day. Charles W. Ward, secretary of the Battle Creek Chamber of Commerce, will lead a quartette which will render Mr. Ball's propaganda as set to music by him, thus laying emphasis on the more important points of his speech.

C. A. Tower.

The many friends of Chas. A. Tower, who has been connected with the grain business at Des Moines for the last ten years, will be pleased to know that he has recently been appointed general grain buyer for Iowa for the Clinton Sugar Refining Co.

Mr. Tower will continue to make Des Moines his headquarters. His portrait is given herewith.



C. A. Tower, Des Moines, Ia.

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